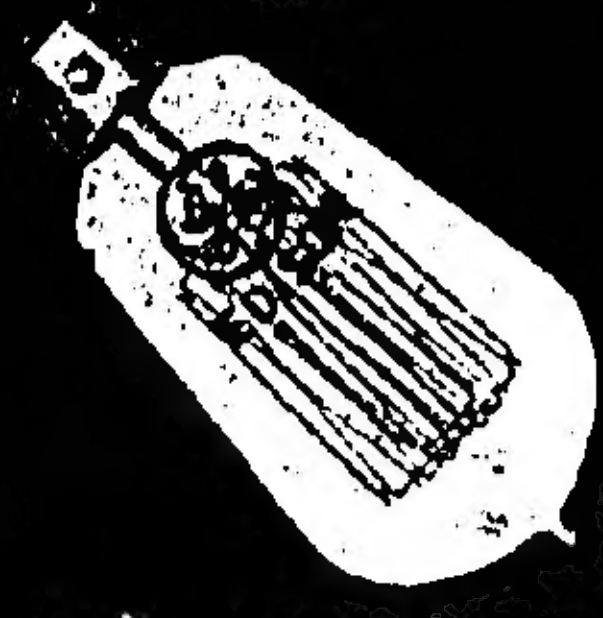


EDISON LAMPS



FROM ELECTRICAL DEALERS

Supreme Court The Hongkong Telegraph

FOUNDED 1881

五拜禮

號壹月七年庚辛

FRIDAY, JUNE 30, 1921

1921

日六廿月九

SINGLE COPY: 10 CTS. 200 PER ANNUM.

IRISH PEACE MOVE.

Leading Sinn Féiners Released.

(Reuter's Service.)

London, June 30. Mr. Arthur Griffith, M.P., Mr. John MacNeill, M.P., and Mr. James Staines, M.P., all leading Sinn Féiners, have been released from Mountjoy Prison, Dublin. Dublin is most excited over this hope of a settlement are increasing.

CRICKET.

More Probables for Test Match.

London, June 30. The presence of Parkin and Hardinge has been requested at the third Test Match. It is stated that Mead is most doubtful about going as he sustained a cut over the left eye from a rising ball in Essex match yesterday.

Australian-Warwick Match Drawn.

London, June 30. The match at Birmingham was concluded in overcast and cool weather before 10,000 spectators. The cricket was good. The Australians made 506, Armstrong contributing 117, including four fours and much good driving. Oldfield made 123, including seventeen fours. Warwickshire's fielding was of the poorest, the attack lacking variety and the bowlers being demoralized. The innings lasted four hours and 45 minutes. Warwickshire made 118 for 6 wickets. Quail, who was excellent and confident made 39 and Partridge, the old Cantab, made 37. Their partnership realised 80 and they played out time. The match was drawn.

County Results.

London, June 30. Northants beat Glamorgan by an innings and 120 runs. Lancashire beat Worcester by an innings and 111 runs. Yorkshire beat Gloucester by an innings and 51 runs. Essex beat Hampshire by an innings and 55 runs.

THE EMPEROR'S LINK.

Speeches at Colonial Institute.

London, June 30. There were enthusiastic speeches at the dinner given at the Colonial Institute. Messrs. Meighon, Hughes, Smartt, Cutch and the Prince of Wales spoke. The keynote of the Dominion Premier's remarks was that the link in the Empire was the Crown. Mr. Meighon hoped that visits of the heir-apparent were now an established convention. Mr. Smartt invited the Prince of Wales to visit South Africa. The Prince of Wales responded, appealing for closer Imperial intercourse, and improvement of communications, especially aerial.

ANGLO-AMERICAN FRIENDSHIP.

Statue of George Washington Unveiled.

London, June 30. A statue of George Washington, the gift of the Commonwealth of Virginia, was unveiled in Trafalgar Square. Lord Curzon, who accepted it on behalf of the British Government, welcomed the statue as a symbol of indissoluble unity between the two branches of the English-speaking race, who could not merely engage to never fight again but who could do much to prevent other nations fighting.

THE TENNIS FINAL.

Victory for South African.

London, June 30. At Wimbledon in the final of the men's singles for all-comers, a South African (Alonso) beat Spain (Spain) by 5/7, 4/6, 7/5, 6/3, 6/3. win or now insects Tilden in the challenge round.

THE COAL STRIKE PROBLEM.

Settlement Terms Rejected.

London, June 30. The Lancashire and Cheshire miners have unanimously rejected settlement terms.

THE POPULATION OF FRANCE.

Big Decrease Shown.

Paris, June 30. The census returns give a population of thirty-six millions, excluding a large number of troops in the Rhineland. The total is 2,300,000 less than in 1911.

THE TURKO-GRAECO SITUATION.

Only Military Interests Can Decide.

Athens, June 25 (delayed). The reply of the Greek Government thanks the Allies for their offer of mediation but says the situation is such that only military interests can lead to its decision.—Havas.

BRITAIN'S DECLINING REVENUE.

London, June 30. The revenue for the first quarter of the financial year, ended March 31, was £2,04,000,000, as compared with £215,000,000 for the corresponding quarter of last year.

THE BIG FIGHT.

Enormous Gate Receipts.

(Reuter's Service.)

New York, June 30. The receipts from tickets for the prize fight already amount to £200,000. The ring will be twenty feet square instead of fifteen as first reported. It is estimated there will be a record attendance of prominent people including 5,000 Society women. After a £80,000 wager was registered in New York yesterday, the betting slumped owing to the dearth of money on Garpentier.

AMERICA AND PEACE.

Washington, June 30. The House of Representatives has adopted the joint report of the Senate and Representatives' conference on the resolution terminating a state of war with Germany and Austria.

Later. The Report terminating the war, which the House of Representatives passed by 263 votes to 59 must be approved by the Senate before being sent to President Harding.

AMERICA'S REGULAR ARMY GETTING BACK TO "NORMALCY."

Washington, July 1. President Harding has signed a Bill reducing the regular army to 150,000 men. The Bill comes into operation on October 1st.

GERMAN PROPERTY ON SHAMEEN.

How the Peace Treaty Operates.

Paris, June 25 (delayed). The Reparations Committee has examined the application of Article 156 of the Peace Treaty respecting German properties in the Chinese Province of Shantung. The German properties, including those in the British concession on Shameen, are valued at 449,000 gold marks. Germany is to be credited with them.—Havas.

A HIGH FLIGHT.

Over Six Miles Up.

Paris, June 25 (delayed). The French aviator, Kirch, reached yesterday at Versailles a height exceeding 32,000 thousand feet.—Havas.

ATTEMPT ON GENERAL GOURAND.

Paris, June 25 (delayed). It is learned from Damascus, Syria, that General Gourand, while motoring in a deserted spot without an escort was fired at by a party of five Bedouin horsemen. The attempt has no political significance.—Havas.

JAPANESE PRINCE IN LORRAINE.

Paris, June 25 (delayed). The Japanese Crown Prince inspected the garrison and fortress at Metz, Lorraine. He conferred upon War Minister Barthou, the ribbon of the Order of the Rising Sun.

(Other Telegrams on Page 3.)

CHINA COAST OFFICERS.

Latest Changes.

Captain W. J. Roberts, of the Wuhu is on leave. Captain C. R. Mechem has gone master, Wuhu. Captain H. A. Walker, of the Shuntien, is on leave. Captain C. A. Christiansen, from reserve, has gone master, Shuntien. Mr. H. Stansfield, second engineer, Tatung, is on reserve. Mr. J. W. Kennedy, from reserve, has gone second engineer, Tatung. Mr. W. Murray, second officer, Hangsang, has gone acting chief officer, same ship. Mr. A. Dockwrey, chief officer, Hangsang, has gone acting master, same ship. Captain G. Holmwood, of the Hangsang, is on leave. Mr. J. Gray, from reserve, has gone chief officer, Koonshing. Mr. H. W. Chandler, chief officer, Koonshing, has gone acting master, Yusang. Captain W. F. Richard, of the Yusang, is on reserve. Mr. W. A. Balch, second officer, Tunghang, has gone acting chief officer, Choyang. Mr. S. King, chief officer, Choyang, is on reserve. Mr. A. Pirie, from leave, has gone supernumerary second officer, Tunghang. Captain H. Simpson, of the Loongsang, has gone master, Wingsang. Captain S. O. Milford, of the Wingsang, has gone master, Yatsing. Captain D. Skinner, of the Yatsing, has gone master, Loongsang.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

STRAITS TRADING COMPANY.

Singapore, June 30. The share market is discouragingly affected by the decision of the Straits Trading Company, a leading gift edged security, on which many large shareholders who retired from the East and have gone home are largely dependent, not to pay its usual interim dividend. The fall in the bank rate has had no effect locally, the money stringency remaining severe.

RUBBER SITUATION.

Singapore, June 30. The Ducaon Committee met at Singapore on Saturday to discuss the rubber situation prior to the departure of a deputation to Java to consult Dutch interests with a view to joint action.

Mr. H. R. Dobson has been appointed supernumerary second officer, Yusang. Mr. R. Ferguson, supernumerary second officer, Loongsang, has gone supernumerary second officer, Yatsing. Mr. L. G. Hughes has been appointed supernumerary second officer, Loongsang.

TRADE OF SHANGHAI.

Interesting Review for 1920

We are in receipt of the annual report issued by the Chinese Maritime Customs, regarding the trade of Shanghai for 1920. The Commissioner (Mr. E. Gordon Lowder) reports, *inter alia*—

From a Customs point of view 1920 stands out as a record year, mainly owing to the *hannu mes* morabils of 1919. Value of trade, Customs revenue, and tonnage of shipping using the port have all established new figures. In other respects, too, there is plenty of evidence of progress. The population, foreign and Chinese, has largely increased, and the total figures for the whole of Shanghai cannot fall far short of 1 1/2 millions, of whom about 25,000 are non-Chinese. The new buildings for which permits have been issued in the International Settlement alone number over 3,500, their estimated cost being nearly 11 million taels. In spite of road widening and more stringent regulations, the traffic problem is becoming increasingly acute. Its intensity may be judged from the 40 per cent increase over 1919 of the motor vehicle licences issued, and from the fact that in the International Settlement alone the trams carried 111 million passengers during the year, the returns of the French Concession and Chinese city companies showing corresponding activity. Motor vehicles are coming into their own very rapidly, both for business and private purposes, and the heavy lorry is steadily replacing the old hand-cart. The railways haul all the passengers and freight they could cope with. Shipping was kept reasonably busy, and the local shipbuilding industry experienced a period of unprecedented activity. Thus on land and water the year was one of the greatest animation, undoubtedly greater than at any time in the port's history.

The gross value of the trade of Shanghai amounted to H.K. Tls. 841,000,000, an advance of H.K. Tls. 73,000,000 on the 1919 record. This highly satisfactory showing would seem to indicate a quite unusual state of prosperity, but actually the reverse was the case during the greater part of the year. It opened, indeed, with a remarkable boom in trade; a round; a satisfactory demand for abroad kept exports at a high level, both in volume and price, while imports were arriving in large quantities, with big profits to consignees, owing to the high rates of exchange ruling. But by May the foreign markets, already glutted in 1918 and 1919, had reached the limit of their absorptive power; exports fell away as prices dropped abroad, too rapidly for the decline in exchange to keep pace or to assist materially. As a result of the abnormally high exchange at the end of 1919, the prevailing optimism was responsible for frenzied buying abroad. The prosperity of the preceding year brought many new firms and dealers into the market, and it was largely the inexperience and rashness of these latter which brought about the final catastrophe. Miscellaneous goods principally, but also metals and indeed, every kind of commodity, were ordered in England and America in enormous quantities, with little or no regard to the legitimate requirements of the market. But the day of reckoning came when this speculative buying, much of it with exchange unsettled, had to be financed on a heavily falling silver market. The foreign importers and manufacturers were asked to cancel orders, and this was done as far as possible. Nevertheless, losses have been exceedingly severe, especially in piece goods, for local prices, influenced by the drop in the price of cotton, fell with accumulation of stock, replacing costs, advancing in sympathy with the lower exchange. The last straw was the progressively weakening demand from the interior, and finally the cessation of the year's business, the result of the year being practically dead, a severe result of the year's business.

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The inauguration of the new Appraising Department marks an important step in the evolution of the Shanghai Customs, and constitutes an attempt at increasing efficiency and economy of effort by the concentration in one spot of all the Customs machinery for the scrutiny of documents and the appraising of values. The full measure of the improvement effected will only be seen later, but enough has been accomplished already to demonstrate the importance of the new department.

LOVER'S LADDER.

The story of a lover who, it is said, climbed to a young woman's bedroom window by means of a ladder in the middle of the night and fired a revolver, was told at Oxford Police-court recently. A charge of using threats towards Gertrude Compton, of Godstone, was brought against Gerald Melville Webb, of South Godstone. It was stated that the couple had been engaged, but that the girl had sent him a letter saying she wished to break the engagement. Some time later, at three in the morning, she was awakened from sleep by hearing her name called. Webb, she said, was in her bedroom. She struck him, and then heard a click twice. Webb said: "The girl was in the room, and she was firing a shot was fired, and then Webb came and shot her dead."

KWANGSI AGENTS IN HONGKONG.

Request to the Governor.

In a letter to H. E. Stables, of Hongkong, the Canton Mechanics Union urge him to respect the friendly relations between Hongkong, and the Government in Canton by reporting Young Wing-tai and other Kwangsi plotters who are making use of Hongkong as a base for the propagation of their intrigues against this province. The vernacular papers print the whole text of the letter said to have been addressed to H. E. on the 29th ult.

The letter reviewed the crimes that were committed by the Kwangsi militarists such as Lu Yung-ling, Chen Ping-kun, Mu Yung-hsin, and others who were once nothing but bandits, during their occupation of this province. It also expresses the appreciation of the Cantonese toward the Hongkong Government for its moral support during the last campaign that resulted in the triumphant return of the Cantonese Army which was in exile in another province for more than 3 years. Now that the Kwangsi militarists are trying to invade this province and Hongkong is being made use of as a base of operation by the agents of the Kwangsi militarists, the Hongkong Government should not tolerate the presence of these plotters which not only endangers the province of Kwangsi but will also disturb the general peace and order of the Colony should they be allowed to continue their schemes, says the letter. In conclusion, the letter, H. E. Governor Stables to take immediate steps to deport these agents in order to maintain existing friendly relations between Hongkong and Canton. (Times.)

A DESERTED HUSBAND.

Unheard of for nearly twenty years, Mrs. Estell Renton, who was last known to have been in the Argentine, was cited as respondent in a desertion divorce petition, brought at Edinburgh by her husband, James Renton, of 14th-walk, Edinburgh. Pettigrew said he was married in the Argentine in 1898, but his wife was dissatisfied with the social conditions of the locality, and in 1911 went to Buenos Ayres, where she eventually became a governess, in a native family. He sent her a substantial allowance, and with a view to seeing her, went to Buenos Ayres, but could not discover where she lived. Next year he went to South Africa, his wife in correspondence approving of his plans, and agreeing to follow him. He last heard from her in December, 1902, and recent efforts to trace her had failed. His lordship remarked that it was a curious case. The wife's letters were quite friendly, and it looked as if she were dead. He had doubts, he said, about giving the decree, and would reserve judgment.

News in To-day's New Advertisements.

"Godless Men" and "Simple Souls" are being shown at the Coronet and Kowloon Theatres respectively.—Page 12. Violin tuition is advertised on Page 4. New and used motor bikes of various makes are advertised for sale on Page 4. Yee Sang Fat are having a Summer Sale which commences to-day.—Page 7. The "Older" Yee Sang Fat are having a Summer Sale which commences to-day.—Page 7. To-night will be the last performance of the "Older" Yee Sang Fat.—Page 7.

NOTICE

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In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.
General Managers.
Hongkong.

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APIOL & STEEL
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A French Remedy for all irregularities.
Thousands of Ladies always keep a box
of Martin's Pills in the house, so that
on the first sign of any irregularity of
the system, they may be at once
administered. These pills are
entirely harmless, and have been
recommended by the most eminent
doctors of the world. They are
available in all parts of the world.
MARTIN, Chemist, Southampton, Eng.

**MARTIN'S
APIOL & STEEL
PILLS**

MASSAGE HALL.

23, FLOWER STREET.
MR. T. TANAYE.
MRS. MORITA.
CERTIFICATED MASSEURS.
(COURT) TREATED IN THEIR OWN HOMES
or DISTRICT.

**"For the Blood is the Life."
Sufferers**

from Red Legs, Abscesses, Ulcers,
Furunculosis, Eczema, Scabies, Pruritus,
Erysipelas, and all other skin diseases.
The only way to complete and lasting relief
is to free the blood of the poisonous waste
matter, the one cause of such troubles.
Clarke's Blood Mixture contains ingredients
which soon over-
come and expel
the impurities.
That is why it is
the only blood-
purifying agent
that stands
to the test of
time.

**Clarke's
Blood
Mixture**

Pleasant to take.
Of all Chemists
and Druggists.

**SAVARESE'S
SANTAL
CAPSULES**

PREPARED BY DR. SAVARESE, MILAN, ITALY.
Solely for medicinal purposes.

Some Facts and Figures

Who shall estimate the damage which the present coal strike is inflicting on our country? The effects reach to the very heart of our social and economic life. It is impossible as yet to gauge the disastrous influence on our commerce in the loss of orders and in the check given to those signs of trade revival which were just beginning to appear. The public revenue from Income Tax and other sources is also bound to be deeply prejudiced.

The strike came at a most unfortunate time when every industry was still in the "shallows and miseries" of trade depression. Let us take one or two simple figures. In 1913 our total foreign trade figured out at 147,876,000 tons (values are quite misleading in this comparison). In 1920 the figures had shrunk to 85,051,000 tons.

Again in 1913 the British exports of coal amounted to 76,453,000 tons; in 1920 they were only 23,461,000. There were no doubt many causes for this depression, but it must be remembered that in 1919 and 1920 no fewer than 3128 labour disputes took place, involving a loss of working hours to the number of 61,914,000, writes Mr. J. Saxon Mills in a Home Journal of May 10.

SOME DIRECT RESULTS.

But though anything like a complete estimate of the loss caused by the strike is yet impossible, I am able to give a few authoritative figures as regards the direct and immediate injury. Let me take first the output of coal. The decrease owing to the cessation of work in April amounted to between 17 and 18 million tons, which, on the March basis of value, would be worth some £25,000,000. This is serious in itself, but coal is an elementary necessity of nearly all our industries, and this shortage has resulted in the total or partial shutting down of innumerable concerns. It is estimated that already it has thrown 400,000 men entirely out of work and placed 250,000 more on short time. And this process continues with the continuance of the strike. The loss in wages in the coal industry alone amounted for the month of April to £21,000,000, and this sum will be doubled in the present month if the strike continues. What the total loss in wages must be is almost unthinkable.

CHARGE TO THE STATE.

The railways are immediately affected by any interference with the coal supply. The State is still responsible for the railways and for every week the strike lasts it has to make good to the companies a deficiency of £2,500,000. Moreover, one of the first obligations of Government is to maintain law and order. The reserves have had to be summoned and a big defence force established, the resulting expenditure on this head being at least £1,000,000 per week. The motor transport service has had to be organised in order to ensure a proper distribution of supplies, and this, too, involves a big expenditure, amounting in the middle of April to £500,000 per week.

STATE OF THE COAL INDUSTRY

Some idea at any rate will be gathered from these figures of the prodigious "cost" of the strike. And meantime a White Paper has been issued showing the state of things in the coal-mining business in the month of March. It appears that in every area, except one, there was a deficit on the sale of coal. Let us take one or two of these areas. In Northumberland the cost of production per ton in March was 13s 8 1/2d, wages amounting to 29s 7 1/2d of this. The selling price per ton was 32s 1 1/2d per ton, leaving a deficit of 11s 7d. So in South Wales the cost of production was 6s 9 1/2d, wages 40s 4 1/2d, and the selling price 37s 5 1/2d, the deficit being 23s 4d. The only exception was the Nottingham and Leicester area, where a small profit of less than 7d per ton was made.

This coal-mining was a losing business over almost the whole area. Obviously that sort of thing cannot go on for ever and some re-settlement had to be made. Even if the miners succeeded in their objects it will be years before even their own losses are made good. The trade unions are being brought almost to financial bankruptcy. It was once said that "a successful strike is like a successful lawsuit—only less ruinous than an unsuccessful one"—a truth well worth the consideration of responsible leaders of industry and labour.

Sipping tobacco in Turkey



- The spicy
aroma
of costly
Turkish tobaccos

Sipping tobacco in the U.S.



- the flavor of Burley
and other choice
Domestic tobaccos

- sealed for
freshness in
air-tight
glassine-wrapped
packages

They do
what no other
cigarette ever
did—

They Satisfy

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20 for 20 cents

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LIGGETT & MYERS TOBACCO CO.

**WONDERS OF FACIAL
SURGERY.**

Making Plain People Good
Looking.

Mr. Edmund Yare writes to a
Home paper:—

It has been said that on the
shape of a woman's nose depended
the fate of Empire, the destiny of
the human race, in fact, the lady
in question being Cleopatra. It
is certainly very likely that had
she been ugly instead of beautiful,
she would not have fascinated
Caesar and Antony, and the world
might have been all the happier
or all the sadder as a consequence.
Personal beauty unquestionably
has an enormous influence on
human affairs. If we were all
handsome, the human race might
be very much more contented,
although good looking people
are not always good tempered.

It is a doubtful point whether
we are a better looking people
than were the people of the an-
cient world. Probably there is
not much in it. A modern barber
would no doubt have worked won-
ders with an ancient Briton, but
the Briton would have made a
poor show against the classic
beauty of the ancient Greek.
Both the Briton and the Greek
would be astonished if they could
see what can be done to the
human face to-day by the new
facial surgery.

This decorative surgery, as
a medical journal calls it, is as
yet in its infancy, but already it
is being practised extensively in
the United States, and it is being
done on a very much smaller
scale in this country with really
wonderful results. In the hands
of the aesthetic surgeon, plain
people are made good looking.
There are a large number of
people who have in their features
slight defects which make all the
difference between beauty and

ugliness. These defects can be
removed as surely as the sur-
geon's knife removes a growth,
and with very much less incon-
venience to the patient. There
is in fact no pain and very little
bother.

Dr. C. H. Willis, a brilliant
young Swiss surgeon, is one of
the pioneers of the new surgery
in this country. In a very short
time, often in less than an hour,
he is able to transform the ap-
pearance of his patients. The
other day there came to him a
fair young girl whose features
were perfect but for a misshapen
nose, which was a serious defect
in her face. By a simple opera-
tion, which consisted mainly of
the insertion of a cartilage, her
nose was given a perfect shape.
She has now an exquisite profile;
she is beautiful.

A comparison between a pho-
tograph taken before the opera-
tion and another taken after
shows what a remarkable change
has been effected. This girl
suffered no pain; a local anes-
thetic made that impossible, and there
were no unpleasant after-effects.
But the nose is not the only
feature that can be improved.
Double chins and bagginess under
the eyes disappear in a simple but
very skillful operation. A youth-
ful appearance returns; men and
women look ten and twenty years
younger. And surgery does it,
not cosmetics.

During the war much valuable
experience was gained, and mar-
velous results were obtained in
restoring features to the unfor-
tunate soldiers whose faces were
mutilated by wounds. Skin and
bone were grafted in a most won-
derful way, so that hundreds of
men were spared from the terrible
fate of going through life with a
repulsive face.

The operation in the case of
these men was, of course, a very

much longer process than in this
surgery, which is concerned with
improving the features, not with
growing new features.

But this decorative surgery
nevertheless requires great skill,
artistic as well as surgical ability.
Dr. Willis, says that the
psychological effect on the
patients is most marked. The
removal of the defects lifts a
weight off their minds and
removes an obsession. Many
people are very sensitive about
their personal appearance.

Women rather than men are
the patients of Dr. Willis. Among
them are cinema performers. In
acting for the screen a facial
defect, however slight, is a
serious handicap and its removal
may make all the difference in
their careers.

There is no question that
personal appearance plays an
increasingly important part in a
man or a woman's business
prospects. There are some
occupations in which good looks
are essential. It is a cruel thing
for an individual, who is other-
wise admirably equipped for a
job, to fail to get it because of an
unfortunate appearance.

In time, this decorative surgery
should have made such progress
that it will be possible for every-
body to take advantage of it.
We shall become a better-looking
people, and a happier people.

BABY'S LEGS REBUILT.

Splinters from the shinbones of
a mother were transplanted to the
legs of an infant born without the
fibula in the lower legs by sur-
geons of the Newark Memorial
Hospital. The operation, which
was declared a success, was one
of the most delicate in the series
of clinics held in connection with
the annual session of the College
of Surgeons. It occupied two
hours.

GENERAL NEWS

ADVERTISING

For the sum of £11,000 the
Hosston Advertising Agency
purchased the back of the census
forms as advertising space. This
enterprising firm persuaded
lofty minded Ministers that there
is revenue to be had for the tak-
ing by permitting advertising
on Government publications.
"When I first put the proposition
to Dr. Addison," said Mr. Hos-
ston, "he would not look at it
would not consider it for a
moment. The commercial mind
of Sir Alfred Mond, however, saw
the advantages of drawing re-
venue from a blank sheet, and
he agreed to sell me the
space on the census forms. The
space is foolscap size, and 11,000
census papers will be cir-
culated.

MR. J. H. THOMAS IN AMERICA.

New York.—Mr. J. H. Thomas,
M. P., the English railwaymen's
leader, met with a rather hostile
reception on landing from the
Olympic. Hundreds of Labourists
had assembled on the pier, and
on Mr. Thomas's appearance they
jeered and booed, because,
according to their own explana-
tion afterwards, he had caused
disruption in the English Triple
Alliance. Several men carried
banners bearing these inscrip-
tions—"Thomas, fleeing from the
wrath of England," "Judas
hanged himself after betrayal
will Thomas follow suit?" Mr.
Thomas looked upon this demon-
stration good humouredly, but
decided to evade the large crowd
by using a goods lift. In con-
versation with newspapermen, he
said he thought Labour in the
United States was 50 years
behind the British.

New Dance Music to Suit Every Fancy



Our latest list of Victor dance records includes waltzes, fox trots, one-steps, American country dances, hornpipes and Irish reels and jigs.
Get any or all these records and try them on your Victrola!

S. MOUTRE
& CO., LTD.

Sole Distributors

CHATER ROAD.

JAMES STEER.

9, ICE HOUSE STREET.
WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL
INSTRUMENTS REPAIRED UNDER MY
PERSONAL SUPERVISION.

TEL 2877

TEL 2877.

A Sure Cure for Prickly Heat and Other
Skin Irritation caused by hot weather

OUR PRICKLY HEAT LOTION AND POWDER

50 cts. & \$1.00
OBTAINED ONLY AT

COLONIAL DISPENSARY

Telephone 1877.

14 Queen's Road, Central.

DINNER SERVICES, TEA SETS
(FOR 12 PERSONS)

RUGS

CARPETS & TABLE COVERS

HOP CHEONG

Telephone No. 554. Complete House Furbishers. 55, Queen's Road Central.

YOU CANNOT AFFORD TO BE WITHOUT THEM.

JUST received a large Consignment of (1) LACTOGEN the most digestive food for Infants which keeps good in quality during Hot Weather; (2) LACTOSE (Milk Sugar) for sweetening the food of Infants and Dyspeptics; (3) MILFORD-McGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days; and (4) JOHN CAHILL'S GOLDEN FLEECE, MAGIO and CINDERELLA SOAPS for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

總代理 代理 總代理 奶牛廠 藥房
SHIU FUNG TAI & CO.

Sole Agents for Hongkong and South China.

47 and 48 Connaught Road Central, Hongkong.

Telephone No. 1239.

EARLIER TELEGRAMS.

THE IMPERIAL CONFERENCE.

London, June 30.
The Manchester Guardian says that the Imperial Conference on June 29th continued the discussion of the renewal of the Anglo-Japanese Alliance.

Mr. Meighen vigorously opposed renewal. He contended that renewal would impede the possibilities of agreement on limitation of armaments which depended on a comprehensive conference on Pacific problems.

Mr. Hughes strongly supported renewal. He declared that the Alliance was the best and cheapest means of protecting Australia as it provided a strong check upon Japan.

General Smuts expressed the conviction that the real foundation of British international policy must be close co-operation with the United States. Any step which might hinder a better Anglo-American understanding must be most carefully examined and understood. He was of the opinion that the results expected from the Alliance could be secured equally well from a conference of Powers interested in the Pacific.

Mr. Massey, it appears, favoured both a renewal of the Alliance and a Pacific conference.

GERMANY AND CHINA.

Paris, June 24.

According to the Versailles Treaty, Germany was obliged to take over the rights and interests of German subjects in Russia, China, Austria, Bulgaria and Turkey, and transfer the rights and interests to the Reparations Committee. The separate peace concluded between Germany and China stipulates that Germany takes over from China fifty per cent. of unliquidated German property in China, the remainder being returned to German owners. Moreover, 12,000,000 taels being liquidated, this considerably infringes the rights of the Reparations Committee, which, of course, will be maintained. A Committee of bankers is examining the methods of transfer.—Vale.

COAL STRIKE OVER.

London, June 30.

The opinion of miners' meetings in most of the colliery districts favoured resumption of work. Derbyshire, Scotland, Yorkshire, Leicestershire and Nottinghamshire all recommend acceptance. South Wales resolved on condemning the Executive for ignoring the ballot, opining there was no option if the Federation is to be preserved, but to accept the terms. Wigan is the most notable exception, six thousand miners having unanimously resolved to reject the settlement. At Bannockchase, three thousand have already resumed and a big influx is expected to-day.

ANTI-ALLIED PLOT.

London, June 30.

A Constantinople telegram states that a widespread plot has been discovered, which is believed to be directed by Moscow with the object of producing an anti-Allied revolt at Constantinople. The British authorities have arrested a hundred Russians, including three Bolshevik commissaries.

RUSSIAN MOBILISATION.

London, June 30.

A Helsingfors telegram reports that an order for mobilisation of all classes up to forty-eight years has been issued by the Northern Russian Governments, probably throughout Russia. The reason is unknown, but it is thought to be connected with serious risings in Siberia.

THE ENGINEERING DISPUTE.

London, June 30.

A conference of Engineering Unions' delegates overwhelmingly accepted the agreement with the employers and agreed to recommend members of their unions to accept the terms. A ballot of the members will be held within a fortnight.

NAVAL CONSTRUCTION.

Washington, June 30.

The House of Representatives by 340 votes to 4 adopted Senator Borah's amendment to the Naval Appropriations Bill authorising the President to negotiate with Britain and Japan with a view to a reduction in naval construction.

ALLIES' DEBTS TO AMERICA.

Washington, June 30.

Mr. Mellon has informed the Senate in committee that there has been a suggestion that the United States should accept German reparations bonds as a substitute for the Allies' obligations. The Treasury did not intend to invite such a proposal.

FRENCH BANK IN FAR EAST.

Paris, June 30.

The papers state that a meeting of the big banks, called by the Minister of Finance to consider the position of a bank which recently acquired a certain position in the Far East, decided they were unable definitely to recommend support of the Bank.

ATTEMPT ON GEN. GOURAUD.

Paris, June 24.

A Damascus message reports a criminal attempt committed against General Gouraud whilst going to Lake Tiberiade. The General was uninjured.—Vale.

DR. WELLINGTON KOO.

London, June 30.

Dr. Wellington Koo has returned from Geneva.

THE PROGRESS OF ST. DUNSTAN.

Sixth Annual Report.

Members of the Colony who have responded generously to the appeal of St. Dunstan's, that splendid institution for blinded soldiers and sailors, will be interested in the sixth annual report. There are now 1,773 names on the books, 108 new-comers were admitted during 1932, and in the course of the year 305 blinded soldiers completed their training and were set up in occupations they had mastered. Thus more than 1,200 men are already established at work.

A certain number of very expert blinded soldiers still remain at St. Dunstan's as pupil teachers and instructors to the new-comers. From the first (writes Sir Arthur Pearson in the Report) I have sought to have blind teachers for the blind and gradually our staff has been augmented from the ranks of the sightless soldiers. Just as some of our men trained as masseurs are engaged at the hospitals and elsewhere in giving treatment to other disabled soldiers, so some men having become expert as blind workers are devoting their time and skill to the help of their less-advanced comrades. The blind instructors have shown a really astonishing capacity for imparting their knowledge to others.

The wives and other relatives of the men have in many cases come to receive instruction in the various handicrafts, so as to be of practical assistance to the blinded soldiers when they become home workers.

Among the men still in training at St. Dunstan's are fifteen Colonials; several who returned to their own countries when they lost their sight have now decided to come here for a course of instruction. Quite a number of Colonials have settled permanently in England. The total of those who have gone to the Colonies and taken up work there is given in the Sixth Annual Report of St. Dunstan's as follows:

Canadians	63
Australians	76
South Africans	10
New Zealanders	20

ST. DUNSTAN'S NEW HEAD-QUARTERS.

Concerning the new headquarters of St. Dunstan's the report states: To equip the house for its purpose and to erect the necessary workshops in the grounds has been a big undertaking. But the change has been accomplished without any interruption to the work. For the men at present in training it was no small problem at first to find their way about the new building and grounds. Once were the well-trodden walks and familiar pathways which they knew by heart; the old landmarks had vanished. Here was a fresh world to explore and to memorize. From the entrance gate on the Inner Circle a gravel drive, sweeping to the left, leads up to the house. A very fine inner hall, square and lofty, acts as the centre for what is now a hive of industry. Around it are some of the principal offices; others are in what were once the library, the ball-room and the drawing-room. Magnificent rooms they are, their roofs as high as two storeys of the main building. Here is ample accommodation for the staff of the Secretary and the Treasurer of St. Dunstan's and for the various departments dealing with the training, the settlement and the after-care of the blinded soldiers. Here too, are the Editorial Offices of the *St. Dunstan's Review*. What was once a sort of conservatory has been transformed into the Poultry and Country Life Section; the new work shops have been erected in the grounds. These buildings are heated and ventilated by the most up-to-date systems.

Convalescent homes have been established at Brighton, St. Leonard's, Cheltenham, Ilkley, and North Berwick, and there is a private hospital in London. The activities of St. Dunstan's, when headquarters are at the Inner Circle, Regent's Park, N. W., extend to regions as remote as the Rockies, the Australasian bush and the South African veldt.

CHINESE DYES.

Dr. C. T. Wang and Mr. C. C. Nieh are planning to form a dye company with the Heng Sing Dye Company (The Dupont Company) with a capital of \$100,000 to 10,000 shares of \$100 each. \$400,000 is to be paid up, both parties taking an equal amount.

EXCEPTIONAL VALUE.

FEATHER WEIGHT VESTS AND DRAWERS.

SHADES BLUE, PINK AND CREAM

3 SUITS F R 10.50

ALL SIZES.

4 SPECIAL OFFERS IN SOCKS.

ALL WOOL 6 Pcs \$8.50

WOOL & COTTON 6 Pcs \$6.00

FANCY COTTON 6 Pcs \$4.50

HEAVY SILK 6 Pcs \$15.00

Sizes Range from 9½ to 12.

ALL COLOURS.

LANE, CRAWFORD & CO.



EVERYTHING IN THE

SWIMMING LINE

— FOR —

LADIES AND GENTS

INCLUDING

VESTS, BONNETS, WINGS, TOWELS,
SHOES, ETC.

GET READY FOR THE SWIMMING SEASON BY
EQUIPPING YOURSELF

— AT —

THE SINCERE CO., LTD.

"HONGKONG EMPORIUM."



SOLE AGENT,

DAI NIPPON KAISHA, LTD.

HONGKONG.

CHUCKLES.

An example of unconscious humour was found in an advertisement in a Toronto street car.

"Don't kill your wife, let our patent electric washing machine do your dirty work."

Enraged Customer—What! One and sixpence for talking for a couple of minutes to a place only just outside London? Why, in New York I could call up Hades for less than that amount! Counter Clerk (calmly)—Ah, yes; but that would be within the city limits!

The Westminster Gazette, criticising the French play "Arsene Lupin," states that, although he is supposed to be hidden up the moor, witnesses to call his attorney, most of the detective's Lord's asked counsel blind.

legs were visible to the audience. Presumably he had no time to conceal more than half a dozen or so.

One of Lord Shaw's reminiscences recalls the masterful figure of Lord Young upon the Scottish Bench. The treasury of Scottish legal anecdotes was copiously replenished from the caustic and sardonic comments and asides of that clever, if embittered, man and judge. They were not always printed, meant to be (says the Morning Post). The fool he suffered so ungrudgingly turned up, as he said, in queer places, sometimes high places.

Once a counsel had Mr. Young in his masterful way, had taken his witness out of the hands, examined him and dismissed him. "Have you any more to say to the jury?" he asked. "Yes, my Lord," said the witness, "I have."

NEW ADVERTISEMENTS.

WANTED.

WANTED.—From November, Furnished House on the Peak. Apply Box No. 576 c/o "Hongkong Telegraph."

WANTED.—Oswald Lyon A.L.C.M., L.L.C.M. (London) gives Violin tuition. Apply box 577 c/o "Hongkong Telegraph."

TO BE LET.

TO LET.—Furnished, from June 24th to October 4th, No. 22, the Peak. Apply G. M. Harston, Hotel Mansions.

FOR SALE.

FOR SALE.—New and Used Harley Davidsons, Indians, Hendersons, Wolve, and Smith Motor Cycles.—Reeves & Co., 106-114 Woo-Sung Street, Kowloon.

NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 4th day of July, 1921, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land above Bowen Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots	Boundary Measurement	Area	Use
1	Lot 2312, bounded by the Boundary of the Public Works Department, and the Boundary of the Public Works Department.	22,000 sq. ft.	Residential

THE COWIE HARBOUR COAL COMPANY LIMITED.

SILIMPOPO COAL.

The undersigned are prepared to quote prices for best quality freshly mined SILIMPOPO COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 28 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD.
Agents.

The COWIE HARBOUR COAL CO. LTD.

ST. PETER'S CHURCH

Des Voeux Road, West.

PATRONAL FESTIVAL

SUNDAY, July 3rd 1921.

8 a.m. Holy Communion
11 a.m. Procession, Choral Eucharist & Sermon.

KOWLOON CANTON RAILWAY.

NOTICE.

The Public is hereby notified that trains will not be served on trains unless ordered the previous day before 5 p.m.

By Order,
H. P. WINSLOW,
Manager,
Kowloon, 28th June, 1921.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on
Saturday the 2nd July, 1921 commencing at 10.30 a.m. at their Sales Rooms, Duddell Street

3 cases Infant's Hosiery
1 bale Khaki Proofed Canvas
75 pieces Grey Drills
21 pieces White Drills
1 case Scarlet Leases
49 lengths Rolled Steel Joists
400 lbs. Greasy Packing
300 lbs. Tucks Core Packing
2 cases Ready-Mixed White Paint
2 cases Ready-Mixed Green Paint
8 cases Chocolates
(will be put up in lots suitable to purchasers)

3 cases Baking Powder
3 cases Pudding Powder.
Terms: Cash on delivery
LAMBERT BROS.,
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on
Saturday, the 2nd July, 1921, commencing at 12 o'clock (noon)

on the Premises of the Hongkong Art Stone Co., 75 Woosung Street, Yaumati.
The Entire Business and Good Will of the above Company.
Terms: Cash on delivery.
LAMBERT BROS.,
Auctioneers.

"AN ALIEN CONSPIRACY."

Deputations to Mr. Lloyd George.

Two deputations, one headed by the Duke of Northumberland, and the other by Colonel Gretton, M.P., joined forces and waited at 10 Downing Street recently when it is understood they laid before Mr. Lloyd George a resolution, passed at a meeting of M.P.s and Peers at the House of Commons yesterday, which calls for immediate action to defeat what is termed "an alien co-conspiracy against the Empire," and generally deals with the present industrial unrest.

It is understood Mr. Austen Chamberlain, Mr. Shortt, and Sir Basil Thompson, Chief of the Special Branch of Scotland Yard, were received by the Prime Minister. The interview lasted three quarters of an hour.

Members were reluctant when they came out, but stated that Mr. Lloyd George's sympathetic consideration

Mr. Harry Brier, of the People's Fairplay League, who called at Downing Street to suggest a public conference between mine-owners and men with a view to settlement, was informed by one of the Premier's private secretaries that so long as the miners stand out for the principle of a national pool, which the Government experts have decided is impossible without restoring Government control there be no solution, but the Government is ready at all times to meet miners and owners, or to arrange a meeting if either side shows a desire for the same.

Mr. Shortt, asked by Lieut. Colonel Claude Lowther as to the propaganda carried on in this country by the Red internationals of Moscow, said, in Parliament, that we could not in this country suppress any propaganda of opinions, but any revolutionary action could be dealt with by the police.

The Government were at this moment considering the introduction of legislation to prevent the remission of foreign money to this country intended to promote revolutionary movements or seditious propaganda.

TORIC LENSES ARE GROUND

with a deep inner curve, which conforms to every movement of the eye and makes the sight equally clear in every portion of the glass. Toric will set closer to the eye than the ordinary flat lens, thus doing away with the annoying reflections from the edge of the glass. For those who wish the very best in lenses, we recommend torics. The Hongkong Optical Co., Successors to Clark & Co., Manufacturing and Refracting Opticians, located in Queen's Road, Central, manufacture Torics on all prescriptions in White, Smoke, Amber, Crookes or Fierzal.

OVER-ORGANISED.

System Killing the Soul of Industry.

In organisation overdone in the modern business and industrial world? Mr. H. G. Wells and some others think that it is, that organisation kills.

Among the others is Mr. James H. M. Clark, jun., a Scots-Canadian manufacturer, who energetically states his views in *Industrial Management*, New York.

Office systems and shop systems and cost systems, selling systems and buying systems and managerial systems. The world (he writes) is seldom absent long from the business man's thoughts or his utterances. Organisation has become a kind of pastime.

A fairly extensive and varied acquaintance with the business life of two continents has tended to confirm in my mind the suspicion that organisation is essentially individualistic—a product of the cult of self-interest. The most highly organised business is in most cases the business yielding the greatest immediate profit. Any immediate profit is the furthest that the average business man can see.

"When you organise you kill." It is quite impossible to get away from the deep-seated truth of this remark. We have seen it confirmed in the business world times without number.

"Why the dickens don't they think?" asks the stereotyped manager or executive almost every day of his life, speaking of his subordinates. And the answer that is really so obvious never seems to occur to him. Because you have systematised, classified, organised, and card-indexed the heart and the life of the initiative clean out of the average employee altogether.

You have never encouraged him to think or to act or to stand on his own legs or depend on his own judgment. The way has always been cleared and mapped out for him, and he has naturally followed the lines of least resistance. And the motive at the back of your actions has been immediate profit. It has been found to pay best.

I read recently about how a "business expert" went to work to systematise a certain concern and its employees. He drew up tables, made curves, and compiled charts in the most edifying (and entertaining) modern fashion. He figured what an average day's typing was, how many hundreds of this could be turned out, and how any operations were possible of that. He studied every twist and turn of the very bodies of the typists and clerks to find the fastest (or most profitable) way to proceed!

In all seriousness we ask any thinking man or woman to pause for a moment and consider what a world run on such lines would be like. It is too horrible to contemplate. We should become a collection of automata—all the beauty and the grace and the naturalness and the charm of variety would be driven clean out of individual life and indeed out of the whole world.

And yet the general run of merchants and manufacturers think this kind of thing is the very last word in the way of good management and commercial sagacity. It produces the quickest and most substantial immediate gain. Yet that they are quite mistaken in their view is my firm conviction.

From a long and intimate connection with manufacturing, I know that any proposal for changing men from one job to another would meet with the fiercest hostility from the managers and owners; but that the adoption of some such plan would be of incalculable national benefit there can be little doubt.

That there might be a serious drop in immediate profit is quite possible. But the benefits to the lives, welfare and happiness of the average worker would be simply stupendous.

All is not well with our national life. The masses are beginning to wonder at the deadly monotony of their lives and to think strange thoughts in connection therewith. It would be infinitely wiser to go ahead of them in their thinking, to demonstrate that we really have their welfare at heart, and would like to take them out of the dreadful rut in which most of them find themselves. There is too much organisation and organisation is death. We are slaughtering all the herd. And it need not be so, it should not be so, it is not wise to continue it. We must adapt ourselves to a changing age and not let such things come upon us unawares.

U.S. SHIPBUILDING SHRINKAGE.

No Further Concrete Ships to be Built.

The volume of steel shipbuilding in U.S. yards had shrunk to 1,123,176 gross tons on May 1, according to the American Bureau of Shipping. There were just 254 ships, of 820,388 gross tons, under construction for private account, and a substantial number of these vessels were barges and ships of this type. Thirty-six ships, of 302,783 gross tons, remain to be completed for the account of the Shipping Board. The bulk of this tonnage is made up of the new passenger liners and oil tankers. On March the U.S. tonnage under way totalled 4,406,246 deadweight tons. During the month of April eight ships, of 78,750 dead weight tons, were delivered to the Shipping Board for operation. There were two events of significance. On April 21, when the Lake Michigan, a 4,050 dead weight ton freighter, was turned over to the Shipping Board for her maiden voyage by the Saginaw Shipbuilding Company, the last ship projected on the Great Lakes for the Government fleet, was placed in commission. The steamer had been completed several weeks ago, but she was held at the Saginaw yards awaiting the opening of navigation on the lakes.

The Jacksonville, Florida, plant of A. C. Bentley and Sons delivered the 7,300 deadweight ton concrete oil carrier Moffitt on April 12. With this ceremony, the concrete shipbuilding programme came to an end. The hull for the tanker was constructed by the Bentley yard, but she was outfitted by the California Brick Company. In all there were 12 concrete ships built by this combination—four cargo carriers, aggregating 13,500 deadweight tons and 8 tankers, of 60,000 deadweight tons.

There were five ships launched during April, of this number, four tankers—the 10,000 ton Hambro built by the Alameda plant of the Bethlehem Shipbuilding Corporation; the 12,000 deadweight ton Swiftlight and Swiftseagle, produced by the Seattle yard of the Northwest Steel Company, and 12,500 ton Tulsages constructed by the Baltimore Dry Dock and Shipbuilding Company—were sent down the ways, while one cargo carrier the 11,000 deadweight ton West Patalon—was launched by the Los Angeles Shipbuilding and Dry Dock Company.

"EXECUTION DOCK."

Reminiscences of Pirate Days.

Owing to certain improvements to the water front about to be undertaken at Wapping, a site made notorious by four centuries' associations will disappear. We refer to Execution Dock, where pirates from the days of Queen Elizabeth down to last century were hanged in chains. We should fancy by the way (says the *Insurance Review*), that it was a matter of some difficulty to discriminate in good Queen Bess's time between piracy and piracy, or some good men such as Raleigh, John Hawkins, and others might have taken an undesired journey down Wapping way. The last malefactor to pay the penalty of his misdeeds in whom the marine insurance world had any direct interest was one, William Codling, the master of the brig *Adventure*. This enterprising skipper, in collusion with the owners, attempted to scuttle the vessel in the English Channel, with the object of recovering from the underwriters the large amount of insurance that had been taken out on her. The captain bogged the job, and the brig showed waterlogged, where she sank in shallow water. Being subsequently raised and towed in, an examination of the hull showed that large auger holes had been bored in her sides. Codling, his owners, and the supercargo, were ultimately arrested and put on their trial at the Old Bailey on the 26th October, 1802. The owners and the supercargo escaped by a technicality, but Captain Codling was found guilty and sentenced to death, the judge holding out no hopes of mercy. A month later he was hanged at Execution Dock in the presence of a vast concourse of people. The gallows was erected at low-water, and three tides were allowed to wash over the victim's head before the body was taken up, and enclosed in an iron cage, hung on a gibbet by the riverside as a warning to others. The notorious Captain Kidd was one of Captain Codling's distinguished predecessors to be thus treated.

AERIAL TOPICS.

Water v. Land Routes.

"The Commercial air services of the country are still run with Government help and aidmen are still at present investigating the problem of a commercially economical aeroplane. The remoteness of aerodromes from the centres of commerce will always be a tumbling block in the progress of civil flying. Amphibious aircraft remove the difficulty." The aeronautical correspondent of the *Times* in penning these lines has, says a Home writer, revealed the only possible method of commercial aviation which will ever prove practicable, both as regards finance and working. Much has been disclosed to the authorities through the recent experiments with the Vickers, "Amphibian Napier" machine on fights between the Thames and the Seine. It has been seen at a glance that commercial aviation in this country can only be effectively carried out by making use of our natural river and sea ports.

One has only to glance at a map of the British Isles to see immediately the enormous advantage water transport has over land aviation. Practically all our big cities—commercial centres at any rate—are on the water's edge. This applies in the case of Scotland even more so than in England. Edinburgh, Dundee, Glasgow and Aberdeen—in England, London, Newcastle, Hull and Liverpool. What an enormous chain of air routes could be bound out of these few links! There is no doubt that the Vickers' experiments have gone a great way towards the realisation of these hopes. The aerodromes in this country are scattered and in most cases far from the cities concerned. Our cities are our ports, and it is interesting to observe that this will be the basis of the arguments shortly to be made by Mr. Gilbert, M.P., in the House of Commons. His question will refer mainly to an air station on the River Thames but they will have a wide significance.

An interesting souvenir has reached me from far away Sydney. It is a book of "aeroviews" of Sydney and other parts of New South Wales. We are already familiar here with picture postcards taken from the air and also larger reproductions; but collections in book form are not numerous. However, here is a suggestion for enterprise. The book also contains a description by Sir Ross Smith, K.B.E., of the flight he made with his brother Sir Keith Smith, K.B.E., from England to Australia towards the end of 1919. Sir Ross explains that the flight was first suggested in joke. Before the memorable voyage Sir Ross had taken part in a long fight from Cairo to India. That the intrepid airman reached Australia remains a marvel. The duration of the journey with all stops was just under 23 days, but the actual flying time was 135 hours. The distance covered was 11,340 miles. This interesting record of adventurous aerial travel is published by Messrs. Angus & Robertson (Ltd.), Castlereagh St., Sydney, and can be had from the British Australasian Book Store, 51 High Holborn, London.

The Americans are somewhat like ourselves. They have a distinct tendency to depreciation of national effort. The idea has been circulated in the States that the Government spent over a billion dollars for aircraft in the War, and had "nothing to show for it." The *Aviation and Aircraft Journal* has been investigating the matter, and it seems that the exact amount spent was \$98,090,781 dollars and that nearly 20,000 machines were secured. Summing up this controversy the "Scientific American" says: "We started the War with nothing. We had to create three things: An airplane industry, a fleet of airplanes, and a force of trained pilots. At the Armistice we had a huge, well-organised industry, nearly 20,000 airplanes, and a whole army of carefully selected and thoroughly trained fliers. The novelty and magnitude of the task and the speed with which it was accomplished render the total cost of 500,000,000 dollars not unreasonable."

DEATH FOR HIS FRIEND.

At the inquest on Mr. R. E. V. Buxton and Mr. Llewellyn Davies, Commoners of Christ Church, Oxford, who were drowned in Sandford Pool, near Oxford, while bathing, a verdict of "Accidentally drowned" was returned, and the jury expressed the opinion that Mr. Buxton lost his life in trying to save his friend.

THEATRE ROYAL.

LAST NIGHT!

FRIDAY, 1st July, at 9.15 p.m.

FAREWELL OF THE COMPANY

THE FAMOUS RUSSIAN LIGHT OPERA & OPERETTE CO.

presents

The popular operette

"THE GEISHA" & "POT POURRI"

The premieres will take part in the Pot Pourri.

Prices ... \$4, \$2, and \$1.
Booking at the HONGKONG HOTEL between the hours of 10 a.m. and 5 p.m.

THEATRE ROYAL

H. B. WARING CO.

RETURN VISIT FOR ONE WEEK ONLY.

SATURDAY July 2	"TRILBY"
MONDAY July 4	"THE CHOICE"
TUESDAY July 5	"ADVENTURE OF LADY URSULA"
WEDNESDAY July 6	"DON"
THURSDAY July 7	"MERELY MARY ANN"
FRIDAY July 8	"MR. GORRINGE'S NECKLACE"
SATURDAY July 9	"THE PURSE STRINGS"

Prices... \$4, \$2, and \$1.
Booking open's at MOUTRIE'S.
MONDAY June 22nd.

CHIU ON STEAMSHIP COMPANY

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REGULAR SERVICE of Fast High Class Coast steamers having good accommodation on UPPER DECK for First Class Passengers. Electric Lights and Fans in Staterooms and Saloons and Excellent Cuisine.

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Every Tuesday and Friday at 5 p.m.

CAPTAIN..... A. JENKYNs

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33 & 35 DES VOEUX ROAD.

WE HAVE JUST THE CAR YOU WANT TO HIRE

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5 PASSENGER CAR.....\$5.00 per Hour.
WAITING TIME\$1.00 per Hour.
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OR K417 FOR KOWLOON.

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OUR MECHANICAL DEPARTMENT CAN HANDLE ANY REPAIR ON ANY MAKE OF CAR.

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REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

	(Direct)	
"LAOMBON"	13th July	London, Antwerp & Hamburg
"MENTOR"	18th July	London, Amsterdam & Antwerp
"THUCER"	11th Aug.	London, Rotterdam & Hamburg
"THIRSIAS"	16th Aug.	London, Amsterdam & Antwerp
"ATREUS"	30th Aug.	London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"BURYDAMAS"	10th July	Genoa, Barcelona & Liverpool
"YANOTSZE"	16th July	M'lee, Havre, L'pool & G'gow
"AGAMEMNON"	26th July	Liverpool & Glasgow
"BURYPYLUS"	5th Aug.	Genoa, Mars-illes & Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)

"TYNDAREUS"	6th July	Victoria, Seattle & Vancouver
"PROTESILAS"	3rd Aug.	
"IXION"	24th Aug.	

NEW YORK SERVICE

(via Suez or Panama)

"DEUCALION"	5th July	via Suez
"MENTOR"	19th July	for London
"THIRSIAS"	16th Aug.	for London
"ASCANIUS"	7th Sept.	for Liverpool

For Freight and all Information Apply to

BUTTERFIELD & SWIRE
AGENTS.THE EAST ASIATIC CO., LTD.
OF COPENHAGEN.

The M. S. "PERU"

Will be loading for Rotterdam, Hamburg, Copenhagen and other
Scandinavian Ports about 30th July.

Further sailings:—

M. S. "AFRIKA"	Aug./Sept.
M. S. "MALAYA"	Oct./Nov.
M. S. "PANAMA"	December.

For further particulars please apply to:—

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Telephone 1476.

NOTICE TO CONSIGNEES.

OSAKA SHOSHEN KAISHA.

From TACOMA via
YOKOHAMA, KOBE, MOJI
& SHANGHAI.THE Company's Steamship
"ARABIA MARU"having arrived from the above
ports, Consignees of Cargo
are hereby notified that their
goods are being landed and placed
at their risk in the Hongkong and
Kowloon Wharf and Godown
Company's Godowns at Kowloon,
where delivery can be obtained
as soon as the goods are landed.Goods not cleared by the 5th
July, 1921 will be subject to rent.
Damaged packages must be
left in the Godowns for examina-
tion by the Consignees' repre-
sentative and the Company's
Surveyors, Messrs. Goddard and
Douglas, at 10 a.m. on Wednesday
and Saturday. All claims must
be presented within Ten days of
the steamer's arrival here, after
which date they cannot be re-
cognized. No claim will be ad-
mitted after the goods have left
the Godowns.No fire insurance whatever
will be effected.Consignees are requested to
send in their Bills of Lading for
countersignatures immediately.OSAKA SHOSHEN KAISHA,
Y. YASUDA,
Manager.

Hongkong, 29th June, 1921.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS,
LIMITED.From UNITED KINGDOM,
OBROA COLOMBO &
STRAITS.The Motorship
"GLENNAVY"having arrived from the above
ports, Consignees of Cargo by her
are hereby informed that all
goods are being landed at their
risk into the hazardous and/or
extra hazardous Godowns of the
Hongkong and Kowloon Wharf
and Godown Company, Limited,
whence, and/or from the wharves,
delivery may be obtained.Goods not cleared by the 2nd
July, 1921 at 5 p.m. will be sub-
ject to rent.All broken, chafed and dam-
aged packages are to be left in
the Godowns where they will be
examined by Messrs. Goddard
& Douglas, on 2nd July, 1921 at
10 a.m. Claims against the
steamer must be presented on the
special form provided and must
also be submitted within 30
days of arrival otherwise they
will not be recognized.No fire insurance will be
effected in any case whatever.Bills of Lading will be counter-
signed byJARDINE, MATHESON
& CO., LTD.,
Agents.

Hongkong, 25th July, 1921.

W. S. BAILEY
& CO., LTD.ENGINEERS & SHIP-
BUILDERS, HOK UN
KOWLOON.

HARBOR REPAIRS

Call Flag "L"

Sole Agents for

"KELVIN MOTORS."

Motors from 12 B.H.P. to
50 B.H.P. now in stock
also spare parts.Works ... Tel. K.21.
Manager ... K.633.
Secretary ... K.369.
Harbour Engineers, K.604 &
K.622.
Telegrams "SEYBOURNE."

ON LOK YUEN CO., LTD.

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First Floor.LI HUNG CHANG CHOP
SUEYClean, Delicious & Appetizing.
Once Tried Always Asked For.
European Menus a la carte at
All Hours. Teas, Ice Cream,
Cold Drinks, Cakes, etc.,
Special Dining Room for dinner
parties, accommodating 40 per-
sons, with Drawing Room at
tached.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

THE Steamship

"SHINYO MARU."

From SAN FRANCISCO, via
HONOLULU, JAPAN PORTS
& SHANGHAI.The above named Steamer ar-
rived on Thursday the 30th inst.
Consignees of cargo are hereby
notified to present their Bills of
Lading for countersignature, and
take immediate delivery from
alongside steamer or the Com-
pany's Godown, where all cargo
impeding immediate discharge
will be landed at Consignees' risk.
Storage will be assessed on
cargo remaining undelivered after
24th July, 1921.All broken, chafed and damaged
packages will be landed into the
Company's Godown, where same
will be examined on Thursday,
the 7th July, 1921, at 11 a.m.No claims will be recognised
after the goods have left the
steamer or Godown, and none
will be entertained if presented
later than three weeks after
arrival of steamer.No fire insurance whatever will
be effected.Y. TSUTSUMI,
Manager.
Hongkong, 30th June, 1921.

SUICIDE AT KOBE.

A Shimonoseki despatch to the
Asahi says that the N.Y.K. str.
Shidzuka Maru, which left Kobe
on the 14th instant, was outside
Moji harbour the following day
at noon, when a foreign passenger
threw himself overboard and was
drowned. The man was identi-
fied as an Englishman, named
Albert Smith, a young man of 23
years, who was returning to Lon-
don as a second class passenger.
The Moji branch of the Nippon
Yusen Kaisha reported the in-
cident to the British Consulate at
Shimonoseki. The cause of the
suicide is not known.

CHINESE EASTERN RLY.

The Real Position

At a meeting of the directors
of the Chinese Eastern Railway
held at Peking on the 15th inst.,
writes Mr. Rodney Gilbert in the
N. O. Daily News, the Chinese
representatives requested that
the prospective conference be
postponed for a few days so that
they might be better prepared to
take up the various issues which
will probably be subjects of
discussion. To this all parties
agreed.Anyone who has followed
Chinese comment upon this con-
ference will have observed that
it is viewed with the most pro-
found suspicion. Many foreigners
in Peking have adopted the
same attitude, and it is re-
ported with some assurance
and with great wealth of circum-
stantial details that the Chinese
Eastern Railway is contemplating
a big loan from the South
Manchurian Railway for the terms
of which will virtually put the
former under the control of the
latter.It is said, for instance, that the
loan will pay debts to the South
Manchurian Railway, will pur-
chase cars and supplies and will
net the Chinese administration
of the railway zone a liberal sur-
plus. One official connected with
the Ministry of Finance told the
writer that the Chinese share in
the railway would be pledged as
security for the loan and that the
Japanese were arranging to trade
Japanese National Bonds for the
shares held by the Russo Asiatic
Bank.NO CHINESE INTEREST TO
PLEDGE.In fact, the story does not hold
water. The Chinese generally
believe, and so do most foreigners,
that there is a Chinese financial
interest in the railway, while as a
matter of fact no Chinese holds a
single railway bond. The entire
investment is now Russian and of
course French through the French
interest in the Russo-Asiatic Bank
—and all paper securities are held
by the Russo-Asiatic Bank in
Paris. The Chinese therefore
have nothing to pledge. A trans-
fer of the Russian interest to
Japan, without China's official
consent, would be in violation of
the original railway agreement.
This does not mean that the
Japanese could not lend the rail-
way money in exchange for cer-
tain preferential shipping rights.
It simply means that the story
that China will pledge her in-
terest in exchange for a loan is
untrue, since China's only inter-
est is administrative.WASTEFUL CHINESE ADMINIS-
TRATION.It may develop that the
Russian and Chinese directors
will agree to negotiate a Japanese
loan or that the Chinese may
agree to a transfer of Russian
shares to the Japanese, but these
possibilities are denied by Rus-
sians in positions of authority.
The Russian management of the
railway, it is well known, has been
opposed to the contracting of
heavy debts and has pointed out
that if the line were run as a
commercial institution and were
relieved of the burden
of supporting the new Chinese
administration, with its soldiers,
police and courts, in the railway
zone, it would yield a considerable
profit and that present debts
could be quickly liquidated. Apart
from other traffic the railway
has been carrying 400 cars a day
of grain for export and is doing
a bigger business generally than
before the war. The Chinese
administration of the railway
zone is, however, expensive and
the Government may find it more
expedient to borrow money than
to force economy.

THE NEW CHINESE

SPEECH

Chalmers Club Entertain-
ment

Lord Reading

The dinner given by the Chal-
mers Club, Simla, to welcome the
Earl of Reading as Viceroy was
a brilliant function. Numerous
distinguished Indians were among
the guests, who also included
the Hon. Mr. Whyte, Speaker
of the New Legislature.
The Hon. Mr. Shafi having
welcomed the guest as "one of
England's ablest sons."His Excellency, after cordially
acknowledging the welcome
extended to him, said: In India
there can be and must be no trace
of racial inequality (loud
applause). I say we do not
for a moment indulge in
any notions of racial superiority
or predominance (hear, hear).
I think this is axiomatic of
British rule, although I am per-
fectly prepared to admit that
there may be undoubtedly certain
questions, with which I am striv-
ing to make myself familiar, in
which there will be an opportu-
nity for putting this equality on
a firmer basis than at present
exists (loud applause), and as a
corollary, scientifically consid-
ered, it is not a separate proposition
and I am sure that it will com-
mand from you as whole-hearted
a support as this proposition,
which I have just enunciated.I say there cannot be and must
never be humiliation under the
British rule of any Indian because
he is an Indian. (Hear, hear).
And I would add one further
proposition which I believe is
as true as either of those I have
given utterance to and which
found support from you—that we
British people in India and those
also in our own country must
realise that we have much
suspicion to dispense, many mis-
understandings to banish from
amongst us, and that in truth
the essence to my mind of co-
operation between us and Indians
is that we should convince them
by our actions, which will accord
with our thoughts in intentions
that we honestly and sincerely
mean what we have said with re-
gard to Indians. (Hear, hear). This
may not be accomplished in a day.
I am not disposed to-night to
follow Mr. Shafi in some of the
observations that he made, be-
cause if I did I should detain you
longer than I intend and give an
ill return for your hospitality, but
I am so thoroughly satisfied from
long experience and some know-
ledge of public affairs that it is
only by the interchange of thought
and by constant communion be-
tween members of different races
existing under the same Govern-
ment and having precisely the
same object in view, the welfare
of India (hear, hear), that we can
arrive at satisfactory results.I have recently had an oppor-
tunity of testing the value of this
interchange of thought ("hear
hear" and laughter), although
I must admit that it was
in the full, free,
and frank discussion that took
place between Mr. Gandhi and
myself. I cannot tell you all
that happened (laughter), yet
the veil has been to some extent
lifted and there is no secret as to
how the interview came about.
Unless it should be thought that
there was any concealment about
it I will tell you what happened.
Mr. Malaviya came to see me
and we had several interviews to
my profit and I hope also to his
(laughter), because I think two
men cannot exchange ideas and
discuss problems without deriv-
ing some benefit to either side.
He left me with the impres-
sion that he would like me
to see Mr. Gandhi. Well, it
did not occur to me that my
address was not altogether un-
prolonged (laughter), but I didMr. Gandhi applied to me for an
interview. I would readily agree
that I should be glad to hear his
views. The conversation was
that in due course Mr. Gandhi
did apply, and there was no
only one interview, but several
interviews between us. There
was no finesse or manoeuvre
about it. It seemed to be plain
and straightforward.Arrangements for an interview
were made. Here again I think
I am not quite free to tell you
all that you might desire
to know (laughter), yet I will
say that I am quite certain that
the result of these interviews
produced at least this satis-
factory result, that I got to know
Mr. Gandhi and he got to know
me. The result may be somewhat
vague and indefinite, yet it is not
entirely so. As you may be aware,
the result of these visits and
discussions was that Mr. Moham-
mad Ali and Mr. Shaukat Ali
have issued a public pronounce-
ment, which doubtless you have
seen, expressing their sincere
regret for certain speeches that
they had made inviting to violence,
and have given a solemn public
undertaking that they will not
repeat these speeches or similar
speeches so long as they remain
associated with Mr. Gandhi.
(hear, hear). I do not want to
discuss this matter at any length,
I merely refer to it as how-
ing that the interviews were not
entirely fruitless, because so far
as the Government is concerned
we achieved our immediate object,
which was to prevent incitement
to violence. I have had occasion
once before to say it almost
always reacts with fatal effect
upon those who are most
innocent (hear, hear). We, as a
Government, have a duty to
perform. We have to protect
those who may be thus laid away
and we therefore had determined
to take steps in order to vindicate
the law to maintain its authority
and prevent the recurrence of
any further incitements to
violence. Fortunately it has not
been necessary to have recourse
to the ordinary law of the
land for the reason that
we have now got the under-
taking to which I have referred
(hear, hear). I certainly shall
assume that it is intended
to keep that undertaking that the
expressions seem to denote, and
so long as that undertaking is
observed we need not fear that
such speeches will recur, and pro-
vided the undertaking is observed
they too may be sure that there
will be no prosecution for them.
I am thinking at this moment of
all the impressions that India
has made upon me and the
Indians with whom I have so
much come into contact since
my arrival here in May. I say
in all my earnestness that when-
ever I have met an Indian and
discussed the problems with him
I have felt that there was
in spite of all that might
be said, a true bond of sympathy
between us and India (hear
hear). I am not a pessimist, I
have never fallen a victim
to that paralysing disease
(laughter). I started from Home
full of hope and trust in the
future, because in the little time
that I had been able to give to
the study of India and Indians I
had already detected that there
was sympathetic feeling between
us that there exists perhaps with
them a more delicate and intense
sensitiveness than in the case
with us, the people of Northern
Europe (hear, hear); but it is
an attractive attribute when
carefully studied and considered
and when due regard is paid
to it, I do believe that
Indians will respond whole-
heartedly to the just rule, which
we intend to carry on (hear,
hear).I am fortunate in this that, in
my Executive Council I have
members who one and all sharein the same views. I would readily
agree that I should be glad to hear
his views. The conversation was
that in due course Mr. Gandhi
did apply, and there was no
only one interview, but several
interviews between us. There
was no finesse or manoeuvre
about it. It seemed to be plain
and straightforward.I have learnt that one of the
most difficult tasks that men can
set themselves is to ascertain the
motives of another. If
you look at your own lives
amongst your own friends you
find that if you like a man his
action may appear to be a little
questionable but you are sure his
motive is good, if you dislike him
his action may be ever so good
but you are sure his motive is bad
(laughter). My judicial training
has taught me to discard both
these to examine the action and
to arrive at the motives from the
character of the actions which
are performed and that is the
task to which we have set our
hands, and as I have told you, it
is this course which we intend to
pursue. We believe that in the
end we shall satisfy Indians and
bring them to sympathetic
co-operation and good will
with us, working for
that great purpose, which
lies before us to lead India to that
high destiny which is in store for
when it becomes the partner in
our Empire, when it has attained
its full development and risen to
those heights, which the imagina-
tion of man, in my judgment, is
as yet incapable of comprehend-
ing, when India shall have ob-
tained that place among the
Councils of the Empire which
will enable her to exert her in-
fluence upon the Councils of the
world.His Excellency, on resuming
his seat was cheered to the echo,
the cheering continuing for some
minutes. After the function the
Viceroy had a short informal talk
with leading Indians.

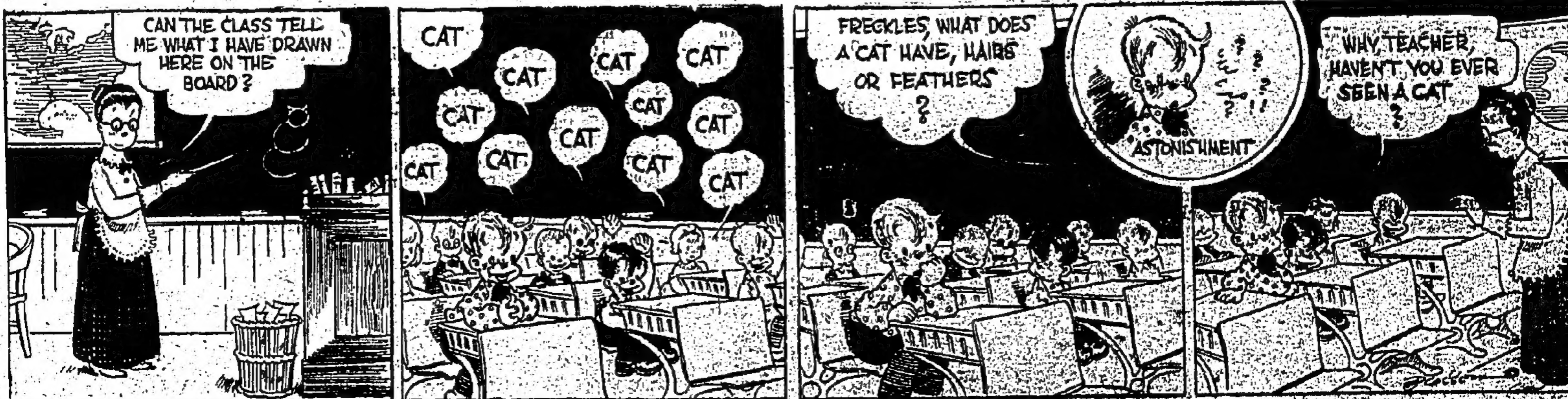
WORLD-WIDE SPORT.

J. R. Gray won the oriole
throw—89 yards 8 inches—the
broad jump—19 feet 7 1/4 inches—
the 100 yards—11.15 secs.—the
quarter-mile—57.15 secs.—and
the 200 yards—23.15 secs.—at
the Glasgow Academy games.
His broad jump is a record for
the school, beating the previous
best by three inches.It would appear that matters
are coming to a head in regard
to the Australian visit to Scot-
land. The manager of the
Australian team, Mr. Sydney
Smith, is declared to have stated
that a promise was given to the
West of Scotland when the
programme was being drawn up
in Australia, and that they could
not break their pledge. Had
time permitted, they would
gladly have gone to Perth for a
third match but that was
impossible, and as they could
only play two matches in Scot-
land, these would go to Edinburgh
and Glasgow.A boat proprietor's association
on the Upper Thames have re-
solved to boycott German river craft.
No member will be allowed to
handle such boats.

FRECKLES AND HIS FRIENDS

Teacher Must Be So Stupid!

BY BLOSSER.



WATSON'S
FORMAZONE
(REGISTERED)
A Refreshing, Invigorating and Palatable Drink.
Particularly suitable for Tennis, Shooting and Bathing parties.
Bottles \$1.25 per dozen
Splits 80 cts. per dozen
A.S. WATSON & CO., LTD.
AERATED WATER MANUFACTURERS.
TELEPHONE 436.
Cable Address: Telegraph, Hongkong.
Telephone: No. 1. A.B.C., 5th edition. Western Union.
Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 1, 1921.

A JUST MEASURE.

Comprehensive and just, might well sum up the new rents Bill which was introduced into the Legislative Council yesterday. When His Excellency the Governor appointed a small Committee last week to examine the whole question of house rents it was little thought by the majority of us that action would result so quickly, and there is nothing but compliments to bestow for this somewhat unique example of prompt legislation. This Colony has certainly witnessed a wonderful change of official front to this problem. Until His Excellency's speech last week one despaired of assistance for the harassed householder. The Press of this Colony—and the *Telegraph* rightly takes a little credit to itself on this matter—kept hammering away at the subject until it seemed the mere flogging of a dead horse. And then, mainly because of one specific instance which was brought directly to the notice of the Government by petition, His Excellency is sure of his facts and comes down with a heavier hand than few would have hoped for. Within one week of that statement we have a Bill presented to the Council, designed to protect tenants from unreasonable increase in rental and from arbitrary termination of their tenancies. It is indeed a changed position and we know that the whole body of residents will join with us in according thanks where it is so obviously due.

Regarding the Bill itself, there is not a great deal further to say if the lengthy objects and reasons have been carefully perused. They are as explanatory as legal phraseology permits. Out of it all comes the main fact that rents will go back to their level of December 31 last and that tenants cannot be ejected so long as they behave themselves and pay the standard rent. We shall have done away at one stroke with all the rent profiteering, with all the uncertainty of tenure residents suffer. It was a wise provision that the Ordinance should not apply to new houses because there will, therefore, be no economic restriction imposed on building operations. This Colony needs a lot more houses yet, and the building of them will possibly be assisted by the fact that wealthy outsiders coming here to settle or to escape from the uncertainties of the mainland will have to build for themselves. They can turn out tenants no longer. That the operation of the Ordinance has been restricted to one year is a wise provision, not because it will necessarily be an unwanted Ordinance by that time, but because its coming again before the Legislative Council will give opportunity for a retrospect of its benefits and opportunity also for any needed revisions. We can hardly see how the housing position will have so greatly changed twelve months hence to warrant the repeal of the Ordinance, but as a resolution by the Legislative Council is necessary to prolong its continued operation landlords and tenants have the guarantee that new conditions can be taken note of.

It has been stated that the Committee will be glad to receive any suggestions for giving better legislative facilities for dealing with past unreasonable increases in rentals and we trust that not only on this point but on any others that suggest themselves, those in a position to give advice will not hesitate to do so. The Government has been honest in confessing its difficulties and it is up to those who can help to come forward. When the Council meets again in a fortnight's time we shall look forward to seeing this Bill—which might be described as a "Tenants Charter"—go through its final stages and become a notable example of the right of government to interfere with private gain where that operates to the detriment of the general community.

Food Prices.
We were not surprised at the official attitude on the question of food prices. Mr. H. K. Pollock's questions in the Legislative Council yesterday afternoon, but it does seem anomalous, to say the least, that we should have a Committee empowered to fix food prices and shop and stall keepers while charging what they like. If the Committee "has long ago ceased to perform the functions for which it was appointed" then why not get rid of it altogether? More especially so as the Government declares that it "is not disposed to interfere with retail trade in the Colony except in very exceptional circumstances." With this last viewpoint we find ourselves in agreement, much as we object to paying high prices. Except in exceptional circumstances there should be no governmental interference with the laws of competition. Only where a distinct shortage of necessities exists—as it did at Home during the war—and gives rise to unscrupulous profiteering on the part of those traders privileged to handle them, is it of communal advantage that the authorities should interfere with the normal price-cutting which competition between traders gives rise to. There is a plentiful supply of foodstuffs in Hongkong, both fresh and tinned, and it can be taken for granted that there is sufficient competition between the various merchants and others to ensure the selling of them at a price that conforms to the cost of their securing them. Prices have risen tremendously, that is true, but we are inclined to attribute that to the general rise that has taken place in the cost of production the wide world over and to the vagaries of the nimble dollar. Even when considering locally raised produce one has to remember that the Chinese gardener has had to meet rising costs of living. In the matter of food prices Hongkong is experiencing one aspect of the so-called "vicious circle" and not until the world regains its full normality shall we witness the return of the blessed days of cheap living. Perhaps one is justified in doubting whether those days have not gone for good.

Wireless on Ships.
A short while ago we made public a statement by the Harbour Master of Hongkong that there was a possibility of our local Government introducing legislation to effect the compulsory equipment with wireless apparatus of all passenger vessels and others of a certain tonnage registered at or frequenting this Port. We have heard nothing in the meantime, though it is, perhaps, a little too early to expect legislation in view of the fact that the measure is one which would entail a lot of work on the part of shipowners in their endeavour to comply with its provisions. But we do trust that the matter is not being lost sight of, because there can be no possible argument against this very necessary protection for the lives of officers and passengers. At Home there is such a keen regard for safety at sea that a correspondent to the well-known *Journal of Commerce* has urged that all sailing ships should be equipped with wireless. Among other things he says that there is no need to dwell upon the great benefit this marvellous invention has been to the world generally, and more than sufficient proof of this was given during the war, more especially that period when the gentle Hun was carrying on his "humane and cultured" work of attacking unarmed merchant ships. Every steamer over 1,600 tons register is bound to be fitted with wireless, but, as against this the number of sailing vessels so equipped could be counted on the fingers of one hand, and these are mostly foreign-owned. Sailing ships have been lost, or abandoned, and valuable lives of brave men sacrificed, when had they been equipped with wireless help could have been sent and possibly everything and everybody saved. Many cases illustrating this point might be given. Leaving the vessels themselves out of the question, surely the fact that there are human beings in them, whose lives are more or less always in danger, should be sufficient to move the Government along the road to safeguard these lives by passing a law that all sailing vessels above a certain size should be fitted with wireless telegraphy.

THE POSSIBILITIES OF SUCCESS.
The proposal for the construction of a harbour for the neighbouring port of Whampoa is a revival of a project that was launched fifteen years ago when the rapid growth of Hongkong under the administration of the British drew the attention of Chinese merchants to the possibilities of Whampoa. A representative of the *Telegraph* interviewed the Hon. Mr. Lau Chu Pak yesterday afternoon, and learned that he is not very optimistic of the scheme meeting with the results anticipated by the Canton merchants. To reclaim the foreshore, dredge the harbour, construct godowns, and most important of all, to construct the long breakwater to protect the entrance into the harbour, would involve an outlay not of \$5,000,000 as estimated by the present supporters of the scheme, but of \$50,000,000 without any certainty of its being recovered from the eventual returns of the port.

JUNE'S RAINFALL.
The following record of rainfall at the Botanic Gardens during the month of June, 1921, has been sent us by the Superintendent:

Date	Inches
June 1	2.14
" 2	0
" 3	0
" 4	0
" 5	0
" 6	0
" 7	2.23
" 8	0.02
" 9	2.15
" 10	0.06
" 11	0
" 12	0.17
" 13	0
" 14	1.06
" 15	0
" 16	0.42
" 17	0.70
" 18	0.49
" 19	1.51
" 20	1.03
" 21	1.48
" 22	0
" 23	0.19
" 24	0.18
" 25	0.05
" 26	0.01
" 27	0.37
" 28	0.21
" 29	0.15
" 30	1.19
Total	16.59 inches

NEW STAMP ORDINANCE.
Cheques Affected After To-day.
We take the opportunity to remind our readers that under the provisions of the new Stamp Ordinance cheques drawn after to-day will require an extra five-cent stamp. The Ordinance provides that:
Cheques stamped with an impressed and dated stamp of the value of 5 cents shall be deemed to have been duly stamped if signed before the 30th day of June, 1921. Cheques stamped with an impressed and dated stamp of the value of 5 cents if signed after the 30th day of June, 1921, shall be deemed to have been duly stamped if an adhesive revenue stamp of the value of 5 cents shall have been fixed thereto before payment and shall have been effectively cancelled.

A HARBOUR FOR WHAMPOA?
The Possibilities of Success Discussed.
The proposal for the construction of a harbour for the neighbouring port of Whampoa is a revival of a project that was launched fifteen years ago when the rapid growth of Hongkong under the administration of the British drew the attention of Chinese merchants to the possibilities of Whampoa. A representative of the *Telegraph* interviewed the Hon. Mr. Lau Chu Pak yesterday afternoon, and learned that he is not very optimistic of the scheme meeting with the results anticipated by the Canton merchants. To reclaim the foreshore, dredge the harbour, construct godowns, and most important of all, to construct the long breakwater to protect the entrance into the harbour, would involve an outlay not of \$5,000,000 as estimated by the present supporters of the scheme, but of \$50,000,000 without any certainty of its being recovered from the eventual returns of the port.

FINANCE COMMITTEE.
Yesterday's Proceedings.
Owing to the lateness of the hour at which the meeting of the Finance Committee (following the Legislative Council meeting) was held we were unable to report the proceedings yesterday. The following interesting matters were dealt with, the Hon. Colonial Secretary presiding:

HUNGHOM RAILWAY STATION.
The Governor recommended the Council to vote a sum of \$2,700 on account of Kowloon-Canton Railway, Special Expenditure, New Building for block working at Hunghom.
The Chairman: The Manager of the Railway has recommended, and the Government has agreed to, the closing of Hunghom station at present, as it is unsafe and likely to fall down, and does not seem to be required. He is submitting a plan of the future layout of the station and the operation of the railway and the reclamation and that involves in any case, whatever is done in future, the erection of an operating block cabin, of which he has submitted a plan and in making the recommendation for that operating block cabin he writes that it will always be necessary to have a staff there to operate the block section and to make up the trains. He proposes to make arrangements which will enable him to dispense with two pointsmen and no station master or booking clerk will be required. In place of these he is going to appoint two block operators. The cost of the whole work, including the alteration of fencing, levers, rodding, etc., is \$2,700, which he now asks.

QUEEN'S COLLEGE LABORATORY.
The Governor recommended the Council to vote a sum of \$400 in aid of the Education, A.—Director of Education, Other Charges, Laboratory (Queen's College).
The Chairman: In connection with the laboratory equipment of Queen's College a sum of \$447.41 was spent in the first three months of this year on account of an incident which was sent in March last year, the goods not being received at all in that year. There is a corresponding saving in last year's vote. It is, therefore, necessary to provide for the order given this year for laboratory equipment and this bill of \$447 nearly exhausted the vote, and there is an anticipated excess of \$381.84; \$400 is asked for to be on the safe side.

HARBOUR OFFICE VOTE.
The Governor recommended the Council to vote a sum of \$1,000 in aid of the vote Harbour Master's Department, Other Charges, Examination Fees.
The Chairman: More examinations for certificates of competency as masters, mates and engineers have taken place this year than were expected. The total vote allowed for the whole year was \$1,000, and that has been already exhausted by the examinations which took place between January and June. The fees amount to \$1,050. It is anticipated that nearly \$1,000 will be required for the second half year and this is now asked for.

TODAY'S MISCELLANY.
Is there any previous record of "First Sea Lord" playing polo with the enthusiasm which Lord Beatty brings to the game, on indeed playing the game at all during his period of office? There has been at least one civilian First Lord who has played during office, in the person of Mr. Churchill; but Lord Beatty's enthusiasm for the game may strike a final blow at the liberal and horseman'ship. It has generally been imputed to sailors that, although always quite ready for a ride, their "seats" have been of the most fugitive order, and even the fact that Admiral Rous was the great arbiter of Newmarket Heath has never quite overcome the tradition. It is difficult to realize how comparatively new polo is to Englishmen. It has been played in this country for a little over 50 years and no more; while 70 years ago it was first adopted by British officers in India. At that time the game was confined to three places, Monipur, the wild hill State between Assam and Burma, was one, and thence it was brought by English planters and officers to Calcutta. The Manipur game is most similar to that played in England to-day. It is from the Balatis we get the word "polo," which, like the Tibetan "pulu," means ball. The real origin of polo would, of course, take one back into the remote history of the East.

Summer days in town give one a feeling of sympathy with the policeman. He discards heavy cloth for serge, says a writer in a Home journal, but no genius at Scotland Yard has thought to issue white helmets. They would look smart as well as comfortable. Compared with the bus-driver, in his linen coat and cap, Robert seems needlessly overladen on a sunny afternoon. He cannot always use the shady side of the road, nor has he the shelter of a canopy such as the chauffeurs enjoy.

Many well-known regiments that have at one time and another, served afloat, figure in the pages of the Royal Marines in this year's tournament at Olympia. But only one earned the distinction in the recent war, and this is the Duke of Cornwall's Light Infantry, and as the Prince of Wales is also Duke of Cornwall, someone has nicknamed them the "Prince of Wales's Own Marines." On the outbreak of the great war the D.C.L.I. were in Hongkong, and served on board the battleship *Triumph*, on the China station, to bring up her complement to war strength, until they were recalled to win fresh honours in the trenches.

Between Ourselves
By Robt. MacWhirter.
We're all interested nowadays in how much profit our landlords are making. If I was a landlord I'd be anxious to know if I was getting enough from my tenants. I never yet heard of a landlord who found out that he was getting too much profit and who reduced his rents accordingly. I was reading some time ago where a Home landlord figured out that it cost 7 per cent. of his property's value for its annual upkeep. Unsupported that figure might mean nothing at all but curiously enough just the other day, somewhere or other, I also read that the U. S. Housing Corporation placed the upkeep at 7.7 per cent. after allowing 3 per cent. for depreciation. To make a decent profit then of say 6 per cent. it would mean that from 13 to 14 per cent. of a property's value would have to be paid annually in rental. That's after allowing 3 per cent. for depreciation, of course.
The Land Investment Co. in their letter yesterday were right in line then when they said that a reasonable percentage for depreciation would be about 3 per cent. They made out a fine case when they said that if this percentage had been charged the profit would have been negligible. But if I might say so, the depreciation often is reduced, sometimes wiped out by the appreciation in land value. Take the phenomenal jump in the case of Warren's building for instance. Moreover, the depreciation should apply to the original cost of producing the house and not on that, plus the cost of the land it's built on. I'm.

But I'm no very good at figures so I'd maybe best leave them to those who make a living of them.
There's lots of folks though that seem to think that the housing problem is nothing other than a shortage of dwelling houses and one that may be solved by building more houses. But that to my mind is neither the problem or its solution.
The housing problem is the problem of enabling the great mass of people who want to live in decent surroundings and bring up their kiddies under proper conditions. To a very large extent it is a question of preventing other folks from maintaining conditions and making an environment which physically and morally is a danger to the community. In other words overcrowding is the devil and all.
Bolling it all down, the landlord is the man most to blame. Any other speculator in human wants gives you a chance to re-adjust by economising, but the only thing he gives you for nothing is notice to quit. He's the modern prototype of the medieval baron who sold his serfs wif' his land. The landlord sells you wif' his houses. You can't prevent him because there's nowhere else to go.
When food advances in price you can eat less. When clothes are too dear you can make last year's Sunday suit do during the week and stay in bed on the Sabbath day. But when rents go up you must pay.
If the Government had paid heed long ago, things would never have reached the pitch they are. As it is they're just two years behind.

STOCK EXCHANGE "SWEEP."
The Derby sweepstake on the London Stock Exchange having been referred to in Parliament by Mr. Bottomley, the Home Secretary said: A quasi private lottery participation in which is strictly confined to members of the London Stock Exchange and honestly conducted, as undoubtedly this would be, is not such a sweepstake as calls for interference by the Government.

Preparations are being made for the removal to Trafalgar Square of the statue of Lord Napier of Magdala, which to-day stands in the middle of Waterloo Place. On its site the King Edward memorial will be erected. This was designed before the war, with Mr. Bertram Mackennal as sculptor and Sir Edward Lutyens as architect. If the original idea is carried out the King will be represented in Garter robes, and will be supported by bronze figures representing Peace and the Healing Arts. It will be particularly interesting at the present industrial crisis if the scheme for the statutory group on the north side is adhered to. It was to represent "Arbitration Quelling Strife." This symbolism might be of value to-day.

New milk has already been brought to England from Holland by the air route. When will Londoners see the aeroplane coming to Covent Garden, with vegetables and fruits and flowers from their own farms or foreign countries? A correspondent on the Continent was lunching recently in Bremen, when the waiter particularly recommended the lettuce, radishes, and spring onions. Were they particularly fresh, then? "Well, they really ought to be," replied the waiter, "seeing that they were growing in Holland this morning, and were brought here by aeroplane."

The section here of the members of Parliament who have been for lack of opportunity to meet with the House of Commons, has been a good division record among them. One of the most interesting has been the position of the Greenwell family, which down to recent times, closed the summer season. It was the custom to present a wooden spoon to the delinquent, and it is on record that one pompous Minister was so angry when invited that he dashed out of the room. That is still living, in the person of Lord George Hamilton, a daring young Minister of 46 years ago, who ventured to award the wooden spoon to a Premier—Disraeli.

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BARGAINS!

Will be the Slogan

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FIRST SELECTION.

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OUR TELEPHONE
BOOK.

A Subscriber's Suggestion.
"Phone Book" writes to the Editor of the Telegraph on the subject of the telephone directory issued by the China and Japan Telephone and Electric Co., Ltd., as follows:—"May I make a reasonable suggestion to the local telephone company in regard to its directory of subscribers? Usually, such a directory gives the address of each subscriber, which is a great aid to anyone wishing to have a personal interview with a telephone subscriber at his business office or his home. To a commercial man, who is a stranger in Hongkong and whose

time is limited, to say nothing about permanent residents in the Colony, it is a considerable inconvenience to have to consult a regular directory to ascertain the address of a business house, whereas, the insertion of the address after the subscriber's name would save tremendous time and improve the usefulness of the directory wonderfully. If the Company will accept this suggestion and put it into effect in the next issue of the directory I am sure that it will win the esteem of all the many users of its telephones. In a few cases the addresses of subscribers are given, so if the Company will do likewise with the remainder, whose addresses are now blank, it will render a great service to the community."

ON THE WATERFRONT

Pacific Mail Lines in Port.

The steamer Golden State of the Pacific Mail Steamship Company's fleet arrived at Hongkong this morning from San Francisco, via Japanese ports and Manila, bringing 33 first-cabin and 430 steerage passengers. The vessel, on her second trip in the trans-Pacific service, made a very good passage, which speaks well of the improvements that were effected on her at San Francisco after her first voyage. Leaving San Francisco on June 2, the Golden State was five days behind her scheduled date due to the unsettled state of affairs on American waterfronts at that time. By putting her to the test and saving time, where possible, the vessel reached port here in her original timetable running. The voyage was devoid of anything in the nature of a sensation. The death of a Chinese steerage passenger occurred, however, as a result of sickness.

A summary of the cargo brought for discharge here, shows the following items:—517 pkgs merchandise; 966 cases canned goods; 31 pkgs printing ink; 690 cases canned milk; 2 cases wine; 30 boxes butter; 2577 barrels lubricating oil; 83 boxes fresh fruits; 5 boxes gold coin; 263 bars silver bullion; 200 cases tobacco; 2 cases silk; and 1 case cigars.

The passenger list carries the names of many Americans, prominent in business and society, who are touring the Far East on the vessel. Mr. C. H. Rowell and his wife and family, of California, are travelling back to the "Golden State" (after which the vessel is named, by the way); also Mr. and Mrs. E. R. Morgan, of Manila. Mr. C. Rodriguez, a member of the Philippine Islands Senate, is on board the vessel with Mrs. Rodriguez. Mr. R. C. Morton, general agent of the Pacific Mail Steamship Company at Manila is proceeding to San Francisco on leave.

Shinyo Maru Reaches port.

Coming from San Francisco, via Northern ports, the Toyo Kisen Kaisha mail steamer Shinyo Maru arrived at Hongkong early last night with passengers and cargo. She brought 319 passengers for this port, of whom 79 were first and 30 second-cabin and 210 steerage. The cargo for discharge here totals 340 tons, which is made up of the following commodities:—1047 pieces of steel; 68 pkgs merchandise; 107 cases canned goods; 25 pkgs cotton yarn; 154 cases groceries; 18 rolls matting; 1200 bales old newspapers; 342 pkgs provisions; 44 bars silver bullion (consigned to a local bank) and 93 bags of mail.

The Shinyo Maru sailed from the Pacific Coast on June 2, and a fine passage across was experienced. Notable among the passengers on board were:—Mr. C. N. Aizawa, of the Mexican Consular Service; Mr. and Mrs. H. H. Taylor, of Hongkong, who returned from Shanghai; and Mr. Fung Kong Un and Mrs. Un, also of the Colony.

Capt. Y. Maki, who brought the Shinyo Maru from America left the vessel at Yokohama, on leave, and was succeeded by Capt. H. Nagano, formerly commander on the Siberia Maru.

C. P. O. S. Promotions.

Promotions of masters on the "Empress" ships in the Pacific service, in consequence of the entrance of the new liner Empress of Canada into the service later in the year, were announced at the Company's local Marine Superintendent's office today.

Capt. A. R. V. Lovegrove, formerly staff captain on the Empress of Russia, will arrive at Hongkong on July 7 as master on the Empress of Japan.

Capt. Dixon Hopcraft, formerly on the Empress of Japan, will join the Empress of Russia as master, upon her arrival at Vancouver on July 11.

Capt. S. Robinson, who will be relieved as master of the Empress of Russia, will proceed to England, where he will await the completion of the Empress of Canada, which he will command when she is commissioned.

The Charter Market.

There is no improvement in the charter market, it was stated this morning in Hongkong. If anything, business is becoming quieter, our informant said. The market for South China is very dull and the demand for tonnage is limited indeed. The rate from Saigon to

DAIRY FARM NEWS

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"DAIRYMAID" 1.35 per lb.

"PASTRY" 1.15 per lb.

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Hongkong has declined to eight cents per picul nominal. Saigon to Singapore, 23 cents; Saigon to Java, 45 cents; while Java to Hongkong is 20 cents. Hongkong to Hongkong, \$3 a ton is ruling. Coal freight from Japan are weak. Quotations—from Moji to Singapore, Ten 7.40 a ton and to Hongkong from \$3.75 to \$4.

Cheap Ships.

Discussing the depressed state of shipping at the present time, Fairplay on May 19, says that with working costs as they are today, it seems impossible that such a price as \$415.0 a ton deadweight, which was taken by a contractor building a 7,500 ton steamer in 1906, will ever be quoted in future, when a steamer of the same type and size now costs \$21. a ton. To show how the prices of practically new second-hand tonnage have fallen during the last few months the figures at which ex-German ships changed hands at Lord Inchcape's sales are given. The Naime, of 8,500 tons deadweight, built in 1907, sold at £3 a ton; the Alster, of 6,200 tons, built in 1906, at £115.2; the Wolfburg, of 10,017 tons deadweight, built in 1915, and the Frost, of 9,300 tons deadweight, built in 1916, at £5 a ton, while the steamer Schwarzenfels, of 12,300 tons, fitted with quadruple engines and built in 1915, realised only £5 a ton, against nearly £18 paid for a sister ship nine months ago. The price obtained for the last-mentioned steamer, would allow for depreciation, represent a first cost of about £7.3.0 a ton, and it is safe to say (says Fairplay) that never in the history of shipping has a vessel of such size and type been built or sold at such a farcical figure. The position, however, of the freight market and the immediate outlook for shipowners do not justify a higher price being paid for the vessels may have to lay up on delivery, and there is no telling when times will improve sufficiently to justify their being employed again.

Stowaways.

On board the Golden State, which arrived from Manila this morning, are five English stowaways, who secreted themselves aboard the ship when the vessel was at Shanghai. They are being taken back to that port.

Sailor Disappears.

The Siam Maru, which arrived yesterday from Shanghai, reports a Japanese sailor apprentice disappeared between 1.15 p.m. and 3.30 p.m. on the 29th and has not been seen since. It is believed that he fell overboard.

CONVERTED PIANO-PLAYERS.

A London firm has recently perfected a system of building player mechanism into any ordinary piano of reputable manufacture. Instruments converted on the Apollo system are altered very slightly in bulk and appearance, and play the standard full-scale rolls. They are controlled and managed in exactly the same way as all player pianos, while the keyboard is unaffected for hand playing. The cost of converting a piano is about one-third that of a complete player instrument. The Apollo Piano Company have established works at Acton to deal with the prospective demand.

BRITAIN'S ECONOMIC
POSITION.

Co-operation The Remedy.

Britain found herself at the close of the war in what might have been considered a truly enviable position. She had spent a considerable portion of her money raised for the purposes of war on the building of factories. The world was bare of the things that it wanted, owing to the fact that those who should have been making them were either engaged in destruction or in creating unproductive munitions. When the Armistice came Britain, equipped with all these factories, with vast numbers of demobilised men, not only from munitions but from the fighting line, might have set to work to take advantage of her opportunity. The price of food tended downwards. Reasonable effort would have enabled us to take advantage of our position. Instead of making efforts we had strike after strike. The opportunity was lost. Our people became more and more unemployed. Our shipyards are idle. Our ships are laid up. Belgium and Germany are sending in the iron that we need, and that we should have produced. The Americans are securing the coal markets which had been ours for so long. Surely the lesson should be learnt that strikes are fatal not only to capital, but also to employment. The coal strike cannot last for ever. Whatever happens, can the miners have anything that they could not have obtained by negotiation, and the cost, not only to their employers and to the public, including workers in almost every other industry—but also to themselves is beyond computation.

We must profit by this dearly-bought lesson. It is no use crying over spilt milk. All we can do is to resolve that we will take to heart what we have been taught. It may be that with labour coming into power it will claim to take a larger share of the fruits of industry. But it is clear that any movement in that direction must be slow and gradual. Heavy taxation, which some of the labour leaders desire to maintain, and even to increase, certainly falls in the first instance on capital. But it eventually passes on to the rest of the community, just as the evil results of strikes eventually injure the position of the worker and consumer. It is just as certain, though perhaps less obvious, that undue taxation maintains the vicious circle. It tends to keep us out of the international markets, with the necessary consequence that unemployment increases, and the consumer finds that the purchasing power of his money is largely decreased. In point of fact it must never be forgotten that the real struggle is not, or should not be, between employer and employee. It is, and must be, between British industry as a whole, that is to say, between employers and employees in all trades, on the one hand, and our various competitors overseas. The nation that can place the best goods of their kind most cheaply at the doors of our potential buyers is the nation that will attain and maintain industrial supremacy. Co-operation between capital and labour is the only road to salvation.—*Journal of Commerce.*

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SHOWING
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Everything MARKED BELOW
TO-DAY'S COST

	Usual Price	7-10 Sale Price	11-15 Sale Price
SHIRTS	\$1.00	\$0.75	\$0.50
PIJAMAS	\$2.00	\$1.50	\$1.00
UNDERWEAR	\$3.00	\$2.25	\$1.50
SHOES	\$2.00	\$1.50	\$1.00
SOCKS	\$1.00	\$0.75	\$0.50
BELTS	\$1.50	\$1.00	\$0.75
HANDKERCHIEFS	\$1.00	\$0.75	\$0.50
DRESS SHIRTS	\$1.50	\$1.00	\$0.75
NECKWEAR	\$1.00	\$0.75	\$0.50

AND THERE ARE MANY OTHER BARGAINS

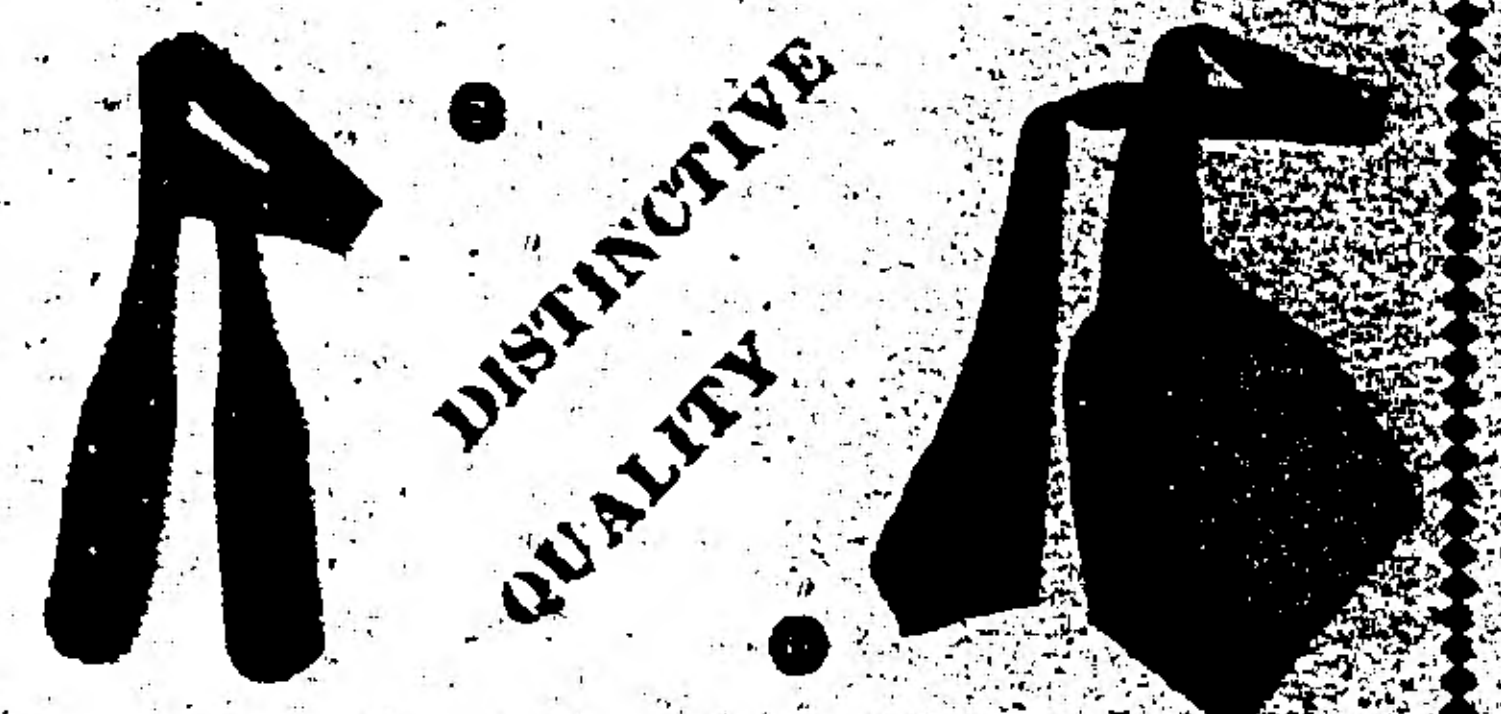
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CAMERA NEWS



This is a picture of Mary Pickford in the wedding dress she wore when she became Mrs. Douglas Fairbanks. On June 27, at Reno it was decided that the divorce suit by Mary Pickford against Owen Moore will stand, as the result of the District Judge quashing a summons concerning same.



MISS MARIAN ZINDERSTEIN AND ICHIYA KUMAGAE.

Ichiya Kumagae, famous Japanese tennis player and Miss Marian Zinderstein, one of America's foremost players. Both indelated by their playing that they will take leading parts in the major tournaments to be conducted this summer.



WHAT NEXT?

California celebrated its first annual hosiery exhibition on May Day. The show was held for ladies only.



A SCENE IN TOKYO.

One of the odd sights that amuse and astonish visitors in Japan is the groups of little girls hardly more than babies themselves who are seen on the streets carrying infants strapped to their backs.



Dick Landon jumper, and Miss Alice Lord, swimmer, went to Antwerp last summer as members of the American Olympic games team. They were married a few days ago.

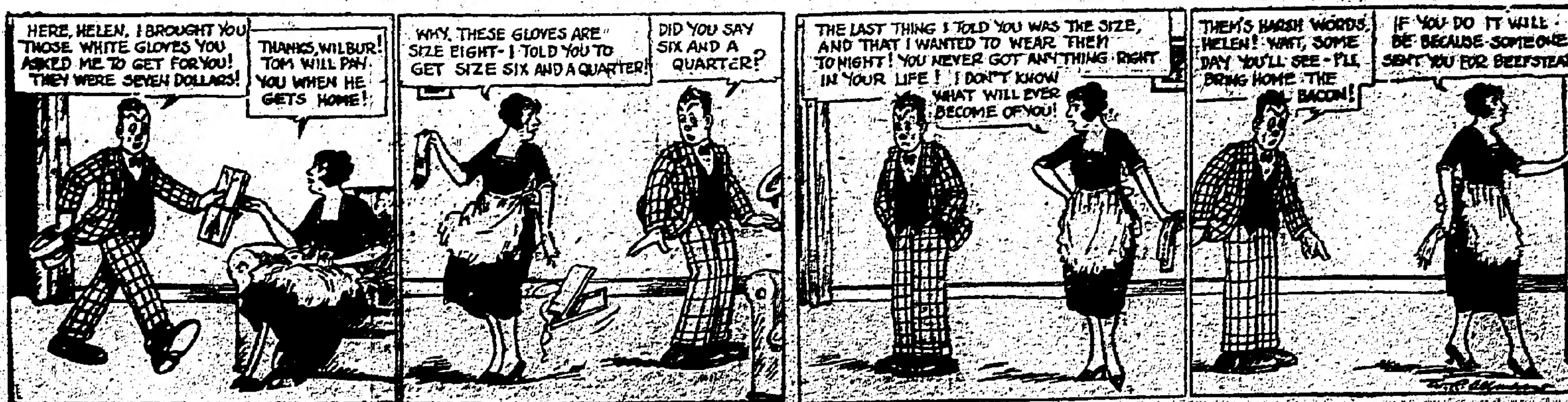


Miss Annette Kellerman, famous swimmer and diver playing cards under water with her former Australian teacher and trainer.

DOINGS OF THE DUFFS

Wilbur Is Willing but Usually Wrong

BY ALLMAN



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PACIFIC STEAMER	FROM HONGKONG	DATE	ATLANTIC STEAMER	FROM CANADA	DATE
E. Japan	July 13	Aug. 3	E. France	Aug. 13	Aug. 19
E. Asia	July 21	Aug. 8	E. France	Aug. 13	Aug. 19
E. Russia	July 21	Aug. 8	E. Britain	Sept. 13	Sept. 16
Monteagle	Sept. 23	Sept. 15	Melita	Sept. 23	Oct. 21
E. Asia	Sept. 23	Oct. 3	E. France	Oct. 13	Oct. 25
E. Japan	Sept. 23	Oct. 11	E. France	Oct. 13	Oct. 25
E. Russia	Oct. 13	Oct. 31	Victorian	Nov. 11	Nov. 20
Monteagle	Oct. 25	Nov. 19	E. Britain	Nov. 20	Dec. 4

Other Atlantic sailings every day to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.

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VIA SHANGHAI THE ISLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMER	DATE	LEAVE HONGKONG	STEAMER	DATE	LEAVE HONGKONG
KOREA M.	20.00	July 1	TAIYO M.	22.00	Aug. 12
SHINYO M.	22.00	July 16	SIBERIA M.	20.00	Aug. 27
PERSEA M.	19.00	July 30	TENYO M.	22.00	Sept. 9

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Thence by TRANS-ANDAN ROUTE TO BUENOS AYRES.

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GINYO MARU 16,500 Aug. 15th.

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"WEST HENSHAW" 6th July.

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"WEST ISLIP" 7th July.

TO VANCOUVER & SEATTLE (via MANILA).

"WEST ISON" 20th Aug.

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STEAMERS. SAILING DATE.

"ROBERT DOLLAR" VIA SUEZ JULY 10TH.

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GENERAL POST OFFICE BUILDING
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Operating following U.S. Shipping Board Steamers.

PASSENGER & FREIGHT SERVICE.

For VICTORIA, B.C. & SEATTLE.

Calling Shanghai, Kobe and Yokohama.

S.S.	From Hongkong	Arrive Seattle
Wheatland Montana	July 20	
Silver State	Aug. 13	Sept. 2
Crosskeys	Aug. 15	
Keystone State	Sept. 2	Sept. 22
Wenatchee	Oct. 2	Oct. 22

FOR PORTLAND DIRECT.

Calling Shanghai, Kobe & Yokohama.

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Telephones 2477 & 2478. 5th Floor Hotel Mansion.

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FOR SINGAPORE DIRECT.

"CADARETTA" Sailing Aug. 3.

FREIGHT ONLY.

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OPERATED FOR ACCOUNT OF U.S. BOARD.

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Tel. 2477 & 2478. Queen's Bldg. 2, Lee House St.

SERVICE TO UNITED STATES.

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S.S. BELLFLOWER July 15th.

For freight space and particulars apply to—

BARBER STEAMSHIP LINE INC.,

THE ADMIRAL LINE,

AGENTS.

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(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP

"VAN CLOON"

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This vessel offers excellent accommodation for sale and passengers.

Single and double cabins.

Wireless Telegraphy.

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AND AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

FOR BOSTON & NEW YORK.

Sailings from Hongkong.

"DEUCALION" via Suez Canal 3rd July.

"CITY OF NORWICH" via Suez Canal 15th July.

Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON

VERNEEIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ.

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences.)

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila

and

Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers	Loading	For	Sailing
BRIELLE	July	Rotterdam & Hamburg	20th July.
RADJA	August	Amsterdam & Hamburg	15th Aug.
TJIMANOEK	September	Rotterdam & Hamburg	15th Sept.
ALDERAMIN	October	Amsterdam & Hamburg	15th Oct.

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents,

York Building.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here—

Fannie Sauer, from Tokio.

Register Address 1935, from

Tientsin.

Kwangfongwoo Wenyekai (2),

from Shanghai.

Register Address 622, from

Shanghai.

Wangchong, from Kobe.

Suenchonghai, from Shanghai.

Kwongsangchong, from Tsing-

tau.

Dailoy, from Shanghai.

Leongwonhow 11 Hinghorn

Road, from Shanghai.

Kwansangtong Chungkwokkai

Central, from Shanghai.

Sawkaheng 82-Desvoeux, from

Amoy.

0063, 0877, 0046, 8714, from

Shanghai.

Lingcheung, No. 3 Cain Road,

from Shanghai.

TH. KRING.

Superintendent.

Hongkong, June 30, 1921.

EASTERN EXTENSION AUSTRAL-

ASTA & CHINA TELEGRAPH CO.

Bosenhart, Care American

Consul, from Baltimore.

Serbava Brevard, from Paris.

Fred Kwong Care Hoplooon

Dock, from Babinda.

Loton, from Shanghai.

Martell, from Saigon.

Port Trust, from Basra.

Salehouse, from London.

Mrs. Zurmuhlen, Hongkong

Hotel, from Semarang.

M. E. F. AISEY.

Superintendent.

Hongkong, June 30, 1921.

IN THE COMMONS.

Minister's Reply.

In the House of Commons Captain Wedgwood Benn asked the Chief Secretary for Ireland whether Mr Erskine Childers had been arrested, and, if so, what grounds.

Mr Henry, who replied, said that Mr Erskine Childers' house was visited on the afternoon of 9th May and a large number of documents found therein. Mr. Childers was detained pending examination of those documents, but he was allowed to return home the same afternoon.

CHAIRMAN OF LIQUOR CONTROL BOARD.

Mr. Lloyd George informed Sir John Butcher that it had been decided that the Liquor Control Board should be placed under the control of the Parliamentary Under-Secretary of the Home Office.

Mr. W. Thorne—Will he be chairman of the Board? Mr. Lloyd George—Yes.

TREASURY COMMISSIONS TO MEMBERS.

Colonel Croft asked the Prime Minister whether changes with regard to Income-tax relief and travelling expenses of M.P.s could be postponed until the House had had an opportunity of discussing this question in all its bearings.

Mr. Austen Chamberlain, who replied, said that to postpone the operation of the allowance for travelling expenses would cause great inconvenience to members, but he would postpone action in regard to exemption from Income-tax until he had pronounced upon the matter.

Mr. Chamberlain, replying to Mr. Lindsay, said the printers had promised to deliver to the Vote Office this afternoon 500 books, each containing 12 railway ticket vouchers, for issue to members. Members would be entitled to a refund in respect of journeys taken since Monday last, and an allowance would be made in respect of season tickets from April 1st.

MURDERS OF PROTESTANT FARMERS.

Mr. Henry, answering Mr. Pennefather, said he was aware there had recently been a number of murders of Protestant farmers in the south of Ireland. The circumstances of these crimes were still under investigation. The Government were doing everything in their power to suppress outrages and to protect the lives and properties of all persons irrespective of their religion.

Mr. Hilton Young, replying to Mr. John, said that the Chancellor did not think that a moratorium to tide people over the present period of acute depression was either practicable or desirable.

VISIT BY JAPANESE CROWN PRINCE.

While questions were in progress, the Japanese Crown Prince, accompanied by the Japanese Ambassador and members of his suite took his seat in the distinguished Strangers Gallery and remained an interested listener to the proceedings for some little time.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

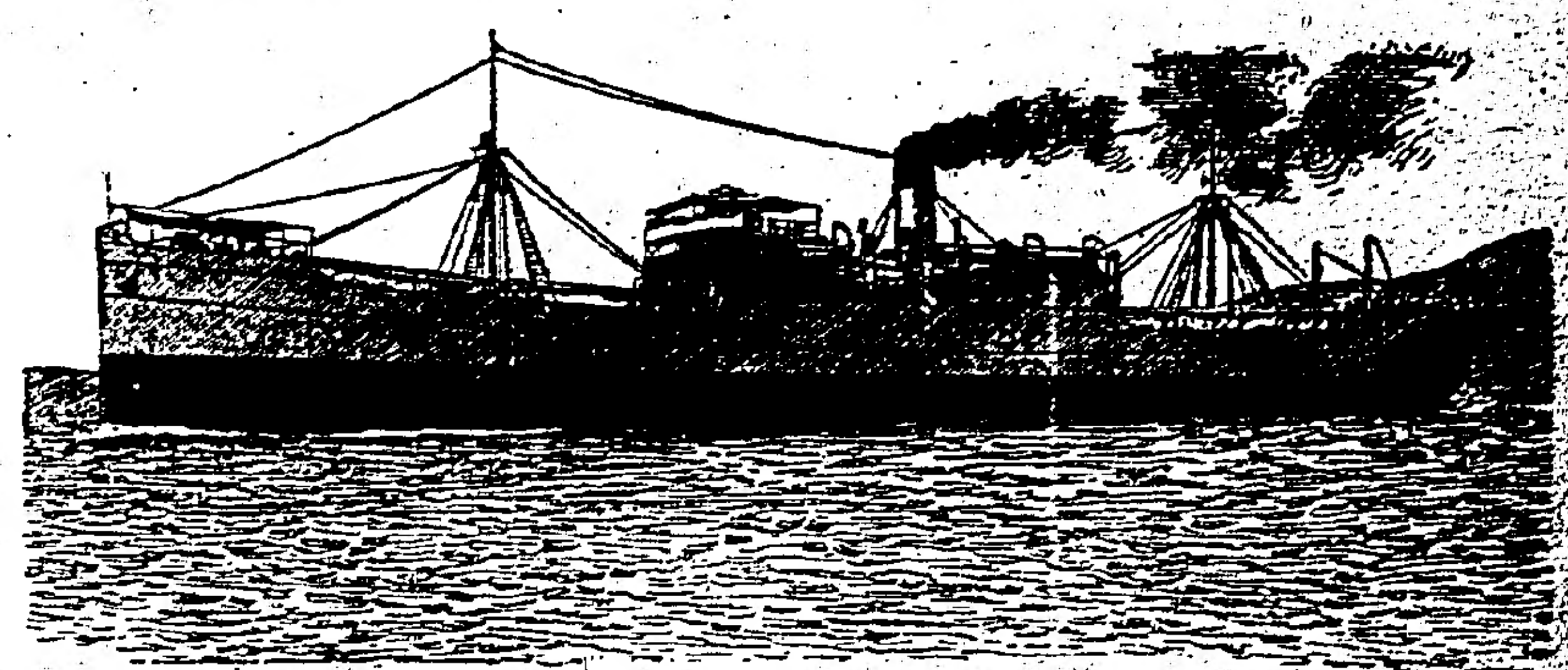
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to the order of the British Government.

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R. M. DYER, B.S., M.I.N.A., KOWLOON DOCK HONGKONG

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INCORPORATED IN U.S.A.



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AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG TO SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu.

S.S. NILE S.S. CHINA S.S. NANKING

July 15th Aug. 9th Sept. 9th

HONGKONG TO MANILA.

S.S. NANKING 30th August.

HONGKONG TO SINGAPORE.

S.S. CHINA S.S. NILE

July 22nd. 8th. 16th.

FAST FREIGHT SERVICE

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Cargo accepted on Through Bills of Lading for transshipment at San

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(COMPANIES INCORPORATED IN ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
DILWARA	5,400	9th July	S'pore, Colombo & B'way.
SYRIA	7,000	23rd July	M'lee, London & Antwerp.
KALYAN	9,000	6th Aug.	M'lee, London & Antwerp.
MANELA	7,200	19th Aug.	M'lee, London & Antwerp.
KASHMIR	9,000	2nd Sept.	M'lee, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

TORRILLA	5,200	13th July	Calcutta via Singapore, Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

KANOWNA	7,000	25th July	Melbourne via Sandakan, Thursday Island, Townsville, Brisbane and Sydney.
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SAILINGS TO SHANGHAI & JAPAN.

KANOWNA	7,000	5th July	Yokohama & Kobe.
G. APCAR	4,700	7th July	Shanghai & Kobe.
KALYAN	9,000	10th July	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.

Parcels Messing not more than 24 ft. X 12 ft. X 10 in. will be received at the Company's Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
MACRINNON, MACKENZIE & CO.
22, Des Voeux Road Central. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Keelung, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (Omitting Manila) Tuesday, 12th July, at 11 a.m.

SUYAMA MARU Friday, 29th July, at 11 a.m.

FRSHI MARU (Omitting Manila) Tuesday, 23rd Aug. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

KAGA MARU Friday, 9th July, at 11 a.m.

YOKOHAMA MARU Saturday, 31st July, at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM.

LIVERPOOL & MARSEILLES via Suez.

TSUYAMA MARU Wednesday, 6th July.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU Tuesday, 19th July, at 11 a.m.

AKI MARU Tuesday, 16th Aug., at 11 a.m.

NEW YORK VIA SUEZ.

TAKEOTO MARU Thursday, 7th July.

SOUTH AMERICAN PORTS via Cape.

KANAGAWA MARU Friday, 16th September.

BOMBAY & COLOMBO via Singapore.

CALCUTTA MARU Saturday, 2nd July.

TOTOMI MARU Thursday, 7th July.

CALCUTTA & RANGOON via Singapore & Penang.

MURORAN MARU Monday, 11th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU Sunday, 17th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

YEDOSHI MARU Sunday, 3rd July.

MISHIMA MARU Thursday, 7th July, at 11 a.m.

TANBA MARU Tuesday, 12th July.

For further information apply to— **NIPPON YUSEN KAISHA.**

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Childar	Java	in port	2nd July	Java
Tjibodas	China Ports	2nd July	8th July	Belawan-Deli/Java
Tjiluwong	Java	12th July	17th July	China Ports
Tjisalak	Shanghai	14th July	18th July	Java
Tjileboet	Java	15th July	21st July	Japan

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING
JAVA PACIFIC LIJN.
NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjisondari	Java	End of June	1st San Francisco	

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.
For Freight and Passage apply to the
Java-China-Japan Lijn.
Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.

Regular Sailings to
NEW YORK and/or BOSTON.

Via Suez or Panama Canals at Owner's Option.

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "CILICIA" Sailing on or about 10th August.

† Cargo only.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service to

From Colombo for South African Ports.

S.S. "UMKUZU" Sailing about 31st July.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

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Telephone 1930

Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	11th July	14th July

This steamer is fitted with Refrigerating machinery, ensuring plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.)

JAPAN, CHINA & STRAITS

TO UNITED KINGDOM & CONTINENT.

Steamer	Sailing
LONDON, GLASGOW, ROTTERDAM & HAMBURG	"City of Brisbane" 10th July

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton

General Agents.

CLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong.
M.V. "GLENLUCE"	6th July.
S.S. "GLENSHANE"	12th July.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
M.V. "GLENLUCE"	5th July.	GENOA, LONDON & HULL.
"GLENSHANE"	25th July.	LONDON, ROTTERDAM & HAMBURG.
"GLENVARY"	25th July.	GENOA, LONDON & HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.AGENTS: **THE GLEN LINE, LTD.**

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CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

S.S. "VICTORIA" Sailing on 30th June.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.

Agents.

Tel. 3277.

113, Cross Street Road Central.

SHIPPING NEWS.

INDO-CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
MANILA	Wingans	Sat. 2nd July at 3 p.m.
SHANGHAI via Swatow	Huangshang	Mon. 4th July at noon.
YIENTSIN	Chipsing	Tues. 5th July at 8 a.m.
HAIPHONG via Hoihow	Takansu	Tues. 5th July at 8 a.m.
SHANGHAI	Kwansang	Tues. 5th July at 10 a.m.
BANGKOK via Swatow	Fooching	Tues. 5th July at 10 a.m.
YHAI & Tien via S'pore	Yentshing	Wed. 6th July at noon.
STRAITS & Calcutta	Namsang	Sat. 9th July at 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Return from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila, by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "NAMSANG" will be despatched on or about Saturday.

9th July, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI & TSINGTAO	Chenan	2nd July at 4 p.m.
H'HOW, PHOI & PHONG K'long	Kaifong	5th July at 9 a.m.
SWATOW & BANGKOK	Chengtu	5th July at 10 a.m.
SHANGHAI & PUKOW	Szechuen	5th July at 4 p.m.
AMOI, M'LA, CEBU & TILO	Linan	6th July at 4 p.m.
SHANGHAI	Soochow	7th July at noon.
SHANGHAI & TSINGTAO	Yingchow	9th July at 4 p.m.
W'WEL, CEEPOO & T'SIN	Kueichow	11th July at 4 p.m.
SHANGHAI & PUKOW	Shanlung	12th July at noon.

SHANGHAI LINE.—PASSENGERS, MATLS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tew.

For Freight or Passage apply to

BUTTERFIELD & SWIRE

Telephone No. 36.

Hongkong July 1, 1921

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving
Haiching	A. H. Stewart	FRI. 1st July at noon.
Haifong	W. Cooper	TUES. 5th July at noon.
Haichong	W. C. Parimore	FRI. 8th July at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier).
For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service between
JAPAN HONGKONG & JAVA.

Sailings subject to alteration.

FOR JAVA.

Ports of call—Batavia, Samarang, Sourabaya, Macassar and Balikpapan.

S.S. "Cheribon Maru" Sailing on or about 4th July.

FOR JAPAN.

Ports of call—Moji, Kobe, Osaka and Yokohama.
S.S. "Samarang Maru" Sailing on or about 17th July.

All steamers have excellent passenger accommodations, and are fitted with Electric Light, Fans and Wireless Telegraph.
For further particulars please apply to—

K. SUZUKI,

Manager.

No. 5, Queen's Road Central.

SHIPPING NEWS.

NANYO YUSEN KAISHA.

The report of the Nanyo Yusen Kaisha for the year ended March 31, 1921, shows a profit of 12,111,000 yen, as compared with 11,111,000 yen for 1920. After deduction of 1,000,000 yen for depreciation, reserves, bonuses and taxes, net profit of 11,111,000 yen were left, out of which 15 per cent dividend has been distributed. The Nanyo Yusen Kaisha Co.'s report for 1920 shows that the net profit totalled 5,000,000 yen, as compared with 2,547,500 yen for 1919, a dividend of 20 per cent (20 per cent) being distributed.

JAPANESE SAILORS IN LONDON.

About 300 petty officers and sailors belonging to the Katori and Kashima visited London on May 17th as the guests of the British Government. They did London as far as possible in motor cars and motor coaches, and visited most of the places of general interest, including the Houses of Parliament, Buckingham Palace, and the British Museum. Each man carried a miniature Union Jack or a national flag. It was noticed that in passing Buckingham Palace each saluted or doffed his cap. The men were interested to learn that it was there the King and Queen had entertained the heir to the Japanese throne. Other places visited were the Guildhall and Mansion House. This party was the first contingent to visit London.

MARITIME LAW.

A conference of the Maritime Law Committee of the International Law Association was opened on May 17 at Gray's Inn Hall, the countries represented being England, Holland, and Belgium. Sir Henry Duke, who presided, said that it was satisfactory that the time should have come when the committee could resume action with a view to the removal of the causes of differences which affected the common well-being of the commercial classes of what one might call the international world. The subjects to be discussed would include the liability of shipowners for goods carried by sea and the governing of mortgages and liens. They would also deal with the risks accepted by shipowners. Sir Owen Phillips, President of the Chamber of Shipping of the United Kingdom, extended a welcome to the conference on behalf of that body and said he hoped that their deliberations would have good results for shipping, which was passing through a difficult period. A resolution, proposed by Sir Norman Hill, was adopted requesting the International Law Association to press upon the Government the necessity of taking action to give legal validity to the conventions drafted by representatives of the various Powers in 1913 and 1914 in relation to the limitation of the liability of shipowners in respect of collisions, loss, or damage of goods carried by sea, and in relation to laws governing mortgages and liens on shipping.

SHIP'S ENGINEER IN TROUBLE.

At H.M. Police Court, Shanghai, before Mr. G. W. King, Magistrate, Robert Jones, an engineer on the "M. S. Dollar," was charged with being drunk and refusing to obey the lawful commands of the Master, and with acting in a manner liable to endanger the lives of the crew. According to the evidence of the ship's officers, defendant was drunk and refused to go to his cabin when ordered to do so. One of the witnesses said that Jones was "knocking around" with an axe, which was generally considered to be a dangerous pastime, and struck at the first door he came to, which happened to be the door of the cabin of the third engineer. Defendant's explanation was that he went to the cabin to get some "feeling" to carry on with a job, and as he could not get in he began to pry the door open. He admitted having had a drink or two. The chief engineer described defendant as a nuisance on board and added that the other engineers had refused to go to sea with him. Defendant admitted that he had a quick temper, but he was exasperated by the junior engineers, who were "as much use as a log of wood." His Worship came to the conclusion that the only way out of the difficulty would be to get defendant off the ship. The court sentenced Jones to be detained in the lock-up for 14 days, and he was then dismissed, and he would be sent back to his ship on the next day. His Worship recommended that the defendant be paid off.

COMMERCIAL NEWS

PAPER MILL

According to the Shanghai Nippo, (Japanese) Sino-Japanese capitalists will establish a paper mill in Kiu with a capital of \$5,000,000. It is reported that the Ministry of Agriculture and Commerce has given its approval. It would be impossible to overstate the importance of the manifesto which has been issued by 26 of the leading merchants and bankers of the City of London. Not for a century has such a widely signed appeal been issued by business interests. The manifesto begins by insisting upon the urgent need for economy. "The present rate of national expenditure threatens to cripple the country's resources, and to impair its credit abroad." The producer cannot give £30 out of every £100 of what he produces to the Government in direct taxation and get all his charges covered by the balance. As a result, our ability to compete abroad has been severely curtailed. Belgian steelmakers were offering to supply steel rails to a railway company at £10 per ton, against an English cost price of about £15. Any action by the Government which seeks to maintain the British price can do no good, but infinite harm, to British trade. We have got to sell our goods at a price which the foreign buyer can pay.

NETHERLANDS INDIA.

The head office of Customs in the Dutch East Indies, in a review of the import and export trade of the Archipelago, directs attention to the growing value of the former, which rose from fl. 45,400,000 in 1880 to fl. 638,060,000 in 1919, while that of the latter increased from fl. 138,000,000 to the huge sum of fl. 2,141,320,000—due, of course, to the accumulation of stocks during the latter years of the war, owing to the stagnation in the carrying trade. As showing the effects of this absence of shipping facilities it is pointed out that whereas the value of the exports in 1916 was fl. 854,000,000, in 1918 it had fallen to fl. 672,000,000. As analysis of the import trade shows that textiles and yarns rose from fl. 41,000,000 in 1880 to fl. 149,000,000 in 1919, as a result of the greater purchasing power of the population, while the industrial development of the Colony, including agriculture and plantations, is evidenced by the rise in the imports of iron and steel wares from 2.5 to 64.5, and of plant machinery and implements from 3.3 to 57.8. Rice, on the other hand, shows little increase, from 24 to 29 million florins. Foodstuffs and beverages, however, rose from 17.6 million florins to close on 63 million florins, and cigars, cigarettes, and tobacco from 4.2 million florins to 52.5 million florins in consequence of growing demands on the part of the native population, and the increased demand for paper, etc., from 1 to 11.4 million florins. Another interesting feature is the importance of the automobile, cycle, and tyre trade, the imports in which in 1919 reached a total of 23 million florins.

WORLD-WIDE SPORT.

Birmingham Football Club have won the championship of the second division of the English League, beating Cardiff City on goal average. The Welsh team are doubtless well content to have gained promotion. The American Golf Association has announced that Abe Mitchell and George Duncan have been paired against Jack Hutchison and "Chick" Evans, the American professional and amateur champions, for an exhibition game at Kansas City on September 8. A sculling sweepstakes handicap has been arranged for a mile and a half course on the Tyne with a view to finding a northern rower to challenge any sculler in the country. Acting-Sergeant Pape, 614 Mac's Transport Company, Leith, won the light heavy-weight championship at the Army Boxing Championships, at Aldershot, held on the 3rd and 4th of May. Mlle. Lenglen, the brilliant French lawn tennis champion of the world, denies the report that she is going to meet W. T. Tilden, the American. In an interview she said she would play against one of the calibre of Tilden and Gilbert in the cause of charity, and added that women-players, however good, could not compete against men of the same class owing to the latter's advantage in physical strength.

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EXCHANGE.

(Opening Rate—Closing Rate on Page 14)

SELLING.

1/2 Demand	217
30 d/s	273 1/2
4 m/s	273 1/2
1/2 Shanghai	Nom.
1/2 Singapore	213
1/2 Japan	201 1/2
1/2 India	201 1/2
Demand, India	—
1/2 San Francisco & New York	49 1/2
1/2 Java	149 1/2
1/2 Marks	Nom.
1/2 France	600
Demand, Paris	—

BUYING.

4 m/s. L/O	28 1/2
4 m/s. D/P	29 1/2
6 m/s. L/O	29 1/2
30 d/s. Sydney and Melbourne	2/10 1/2
30 d/s. San Francisco & New York	52 1/2
4 m/s. Marks	Nom.
4 m/s. France	650
6 m/s. France	680
Demand, Germany	49 1/2
Demand, New York	Nom.
1/2 Bombay	201 1/2
Demand, Bombay	Nom.
1/2 Calcutta	201 1/2
Demand, Calcutta	201 1/2
On Yokohama	101 1/2
Demand, Manila	105
Demand, Singapore	112
Demand, Batavia	149 1/2
On Haiphong	Nom.
On Saigon	—
On Bangkok	81
Sovereign	Nom. 7.50
Gold leaf per Tael	49.80
Bar Silver, ready	35 1/2
forward	35 1/2
Bank of England rates 6 1/2	—
New York/London	3.76 1/2

SUBSIDIARY COINS.

H'kong 36 cts. pieces	par.
10 "	1 1/2 %
5 "	1 1/2 %
Canton sub coins	15.6 %
Hongkong June 30, 1921.	—

WEATHER REPORT.

June 30d. 12h. 23m.—Warning to Hongkong, Coast Ports, &c.—Continental depression in Lat. 26° N. and Long. 108° E., direction of motion unknown.

June 30d. 12h. 25m.—Pressure has decreased moderately from Kowloon to Haiphong and slightly at other reporting stations.

A somewhat deep depression is shown over S.W. China. Yesterday afternoon a deep depression was shown to the north-east of Formosa. Observations from the Loochoos and Japan are lacking this morning.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.81 inches. Total since January 1st, 56.09 inches, against an average of 39.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong to Gap S.W. winds, fresh; squally, rainy.

2 Formosa Channel: The same as No. 1.

3 South coast of China between H.K. & Loochoos: The same as No. 1.

4 South coast of China between H.K. & Hainan: The same as No. 1.

T. F. CLAXTON, Director.

H.K. Observatory, June 30, 1921.

"TIME SIGNALS."

The time ball on Kowloon Signal Hill is dropped daily at 10 a.m. and 4 p.m., except on Saturdays when it is dropped at 10 a.m. and 1 p.m., and on Sundays and Holidays when it is dropped at 10 a.m. only.

The ball is hoisted half mast at the 55th minute and full mast at the 57th minute. Should the ball fail to drop at the correct time, it will be lowered at five minutes past the hour and the ordinary routine repeated at the following hour, if possible.

Should the time ball be out of order the above routine will be carried out with the flag "Z", on the storm signal mast.

"Time signals are also given at night by means of three white lamps mounted vertically on the Observatory wireless mast. From 8h. 56m. 0s. to 9h. 0m. 0s. p.m. the lamps are extinguished momentarily at the even seconds, except at the 2nd, 28th, 50th, 52nd, and 54th of each minute.

The hours refer to Hongkong Standard Time (8 hours of east Greenwich).

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Large playground for children in the park of the hotel, which is the healthiest location in the city.

THOS. COOK & SON, Headquarters, in the building.

Motor bus meets all trains.

L. M. MAILLE,

Manager.

RIVER LEVELS.

As a guide to skippers and others interested in the water levels of the river we have been requested by the Board of Conservancy Works of Kwangtung to publish the following table of water levels. The levels are taken at 10 a.m. each day.

Place of Observation	Highest W. L. ever recorded	Lowest W. L. ever recorded	W. L. June 29	W. L. June 30
Wuchow, West River	+79.50	-2.24	—	—
Kongmoon, " "	+14.70	-0.80	6.70	6.30
Linkow, North " "	+57.00	0	—	—
Samshui, " "	+27.25	-5.00	11.80	10.70
Shikling, East " "	+15.15	-0.93	3.80	3.71

TIDE TABLE.

27th June to 3rd July, 1921.

Day	High Water	Low Water	High Water	Low Water
Mon. 27	2.45	8.45	2.45	8.45
Tues. 28	3.45	7.45	3.45	7.45
Wed. 29	4.45	6.45	4.45	6.45
Thur. 30	5.45	5.45	5.45	5.45
Fri. 1	6.45	4.45	6.45	4.45
Sat. 2	7.45	3.45	7.45	3.45
Sun. 3	8.45	2.45	8.45	2.45

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS.

Time	From	To	Time	From	To
7.00 a.m.	Peak	Wong's Bay	7.00 p.m.	Wong's Bay	Peak
7.30 a.m.	Peak	Wong's Bay	7.30 p.m.	Wong's Bay	Peak
8.00 a.m.	Peak	Wong's Bay	8.00 p.m.	Wong's Bay	Peak
8.30 a.m.	Peak	Wong's Bay	8.30 p.m.	Wong's Bay	Peak
9.00 a.m.	Peak	Wong's Bay	9.00 p.m.	Wong's Bay	Peak
9.30 a.m.	Peak	Wong's Bay	9.30 p.m.	Wong's Bay	Peak
10.00 a.m.	Peak	Wong's Bay	10.00 p.m.	Wong's Bay	Peak
10.30 a.m.	Peak	Wong's Bay	10.30 p.m.	Wong's Bay	Peak
11.00 a.m.	Peak	Wong's Bay	11.00 p.m.	Wong's Bay	Peak
11.30 a.m.	Peak	Wong's Bay	11.30 p.m.	Wong's Bay	Peak
12.00 p.m.	Peak	Wong's Bay	12.00 p.m.	Wong's Bay	Peak
12.30 p.m.	Peak	Wong's Bay	12.30 p.m.	Wong's Bay	Peak
1.00 p.m.	Peak	Wong's Bay	1.00 p.m.	Wong's Bay	Peak
1.30 p.m.	Peak	Wong's Bay	1.30 p.m.	Wong's Bay	Peak
2.00 p.m.	Peak	Wong's Bay	2.00 p.m.	Wong's Bay	Peak
2.30 p.m.	Peak	Wong's Bay	2.30 p.m.	Wong's Bay	Peak
3.00 p.m.	Peak	Wong's Bay	3.00 p.m.	Wong's Bay	Peak
3.30 p.m.	Peak	Wong's Bay	3.30 p.m.	Wong's Bay	Peak
4.00 p.m.	Peak	Wong's Bay	4.00 p.m.	Wong's Bay	Peak
4.30 p.m.	Peak	Wong's Bay	4.30 p.m.	Wong's Bay	Peak
5.00 p.m.	Peak	Wong's Bay	5.00 p.m.	Wong's Bay	Peak
5.30 p.m.	Peak	Wong's Bay	5.30 p.m.	Wong's Bay	Peak
6.00 p.m.	Peak	Wong's Bay	6.00 p.m.	Wong's Bay	Peak
6.30 p.m.	Peak	Wong's Bay	6.30 p.m.	Wong's Bay	Peak
7.00 p.m.	Peak	Wong's Bay	7.00 p.m.	Wong's Bay	Peak

NIGHT CARS.

EXTRA CAR: 12.00 mid-night

SATURDAYS.

SUNDAYS.

NIGHT CARS.

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H.K. & S. Bank a. 73 1/2 ex rights
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Marine Insurances.

Cantons b. 40 1/2
North China b. 144
Yokohama b. 240
Yokohama b. 240
Far Eastern b. 22

Fire Insurances.

China Fires b. 120
H. K. Fires b. 317 1/2

Shipping.

Douglases b. 61
H.K. Steamboats b. 26 1/2
Indos (Pref.) b. 33
Indo Def. Lon/Rez. n. 275
Indo Def. H.K. Reg. n. 115 1/2
Shells b. 31

Refineries.

Sugars b. 200 1/2
Malabona n. 55

Mining.

Kailans b. 80
Langkato b. 11
Shanghai Loans n.